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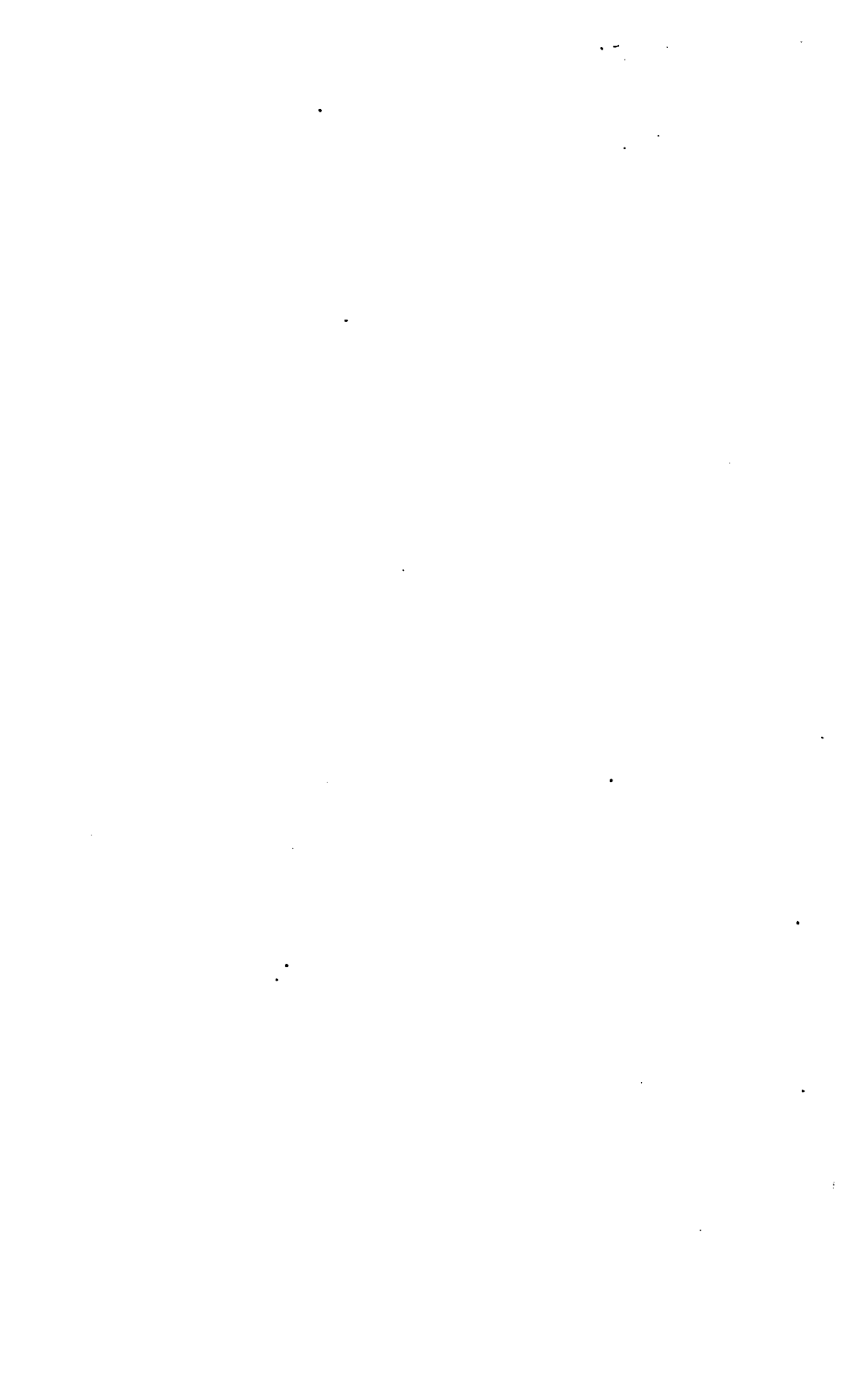
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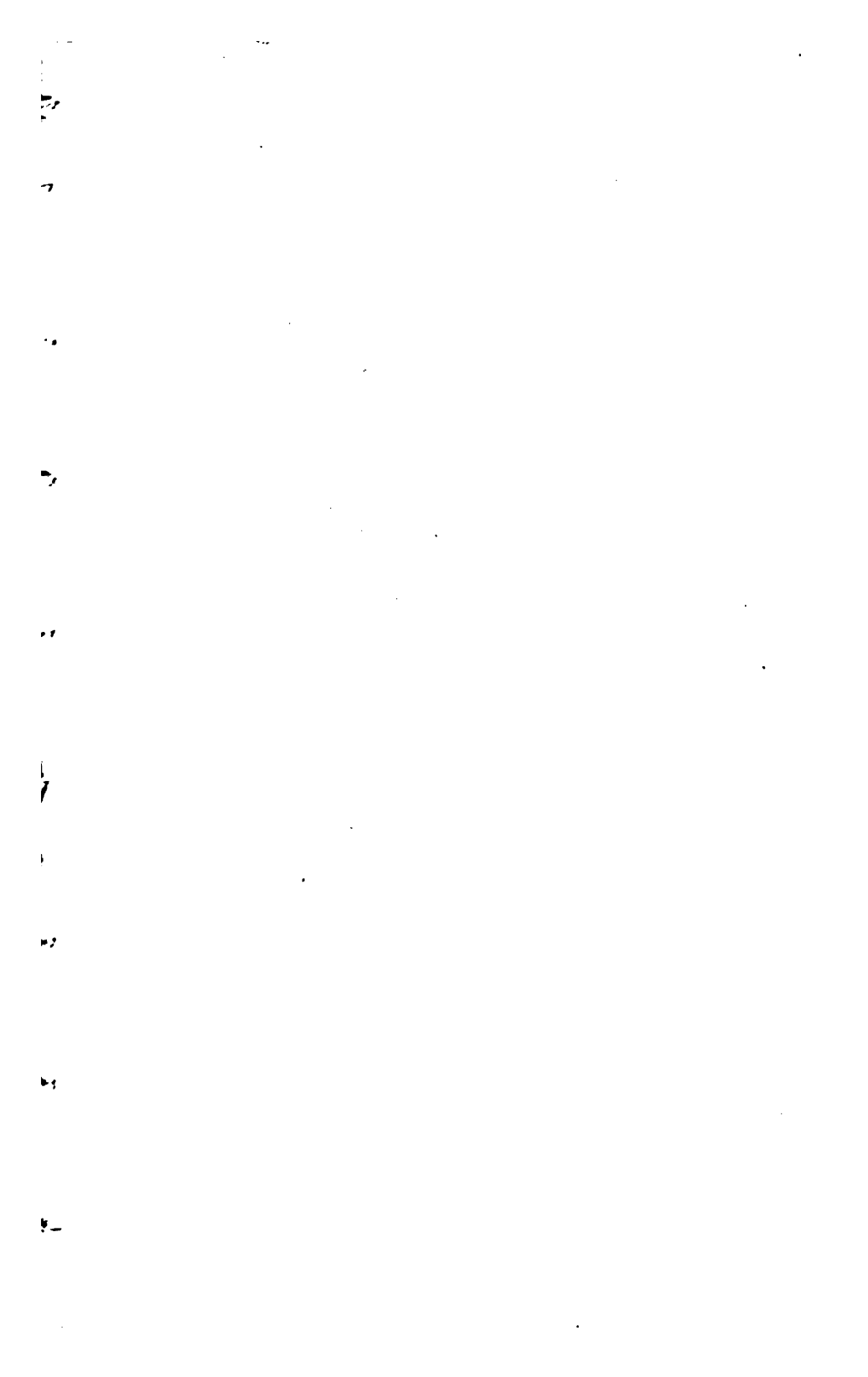
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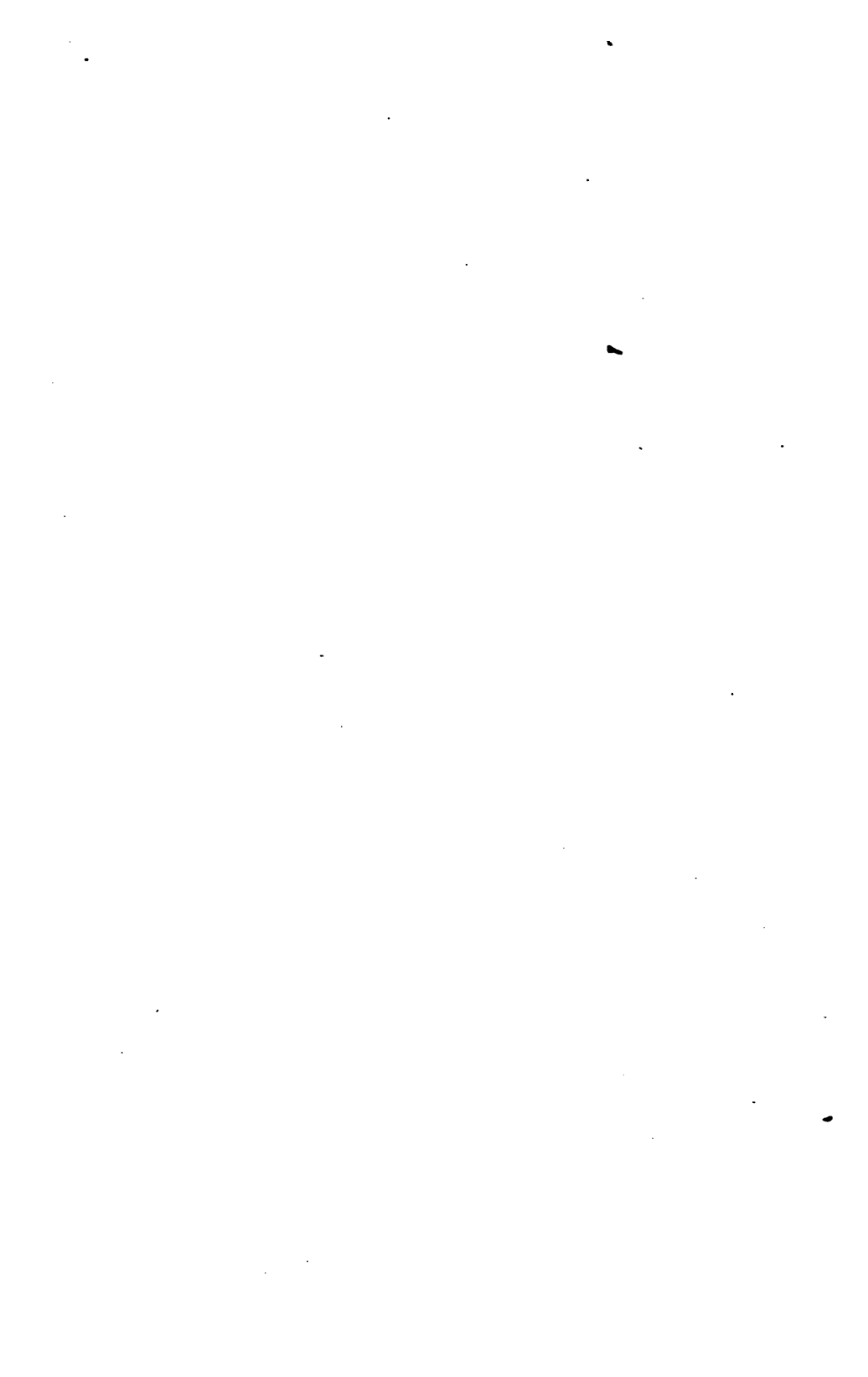


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HUNT'S YACHTING MAGAZINE.

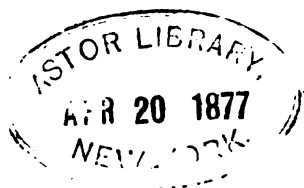
VOLUME THE THIRTEENTH.



"The security of the Kingdom is increased by every man being more or less
a Sailor."—CAPT. MARRYAT'S *Pirate and Three Cutters*.

LONDON:
HUNT AND CO., 6, NEW CHURCH STREET, N.W.,
EDGWARE ROAD,
SIMPKIN, MARSHALL AND CO., STATIONERS' HALL COURT, E.C.

1864.



HUNT AND CO.,
NEW CHURCH STREET, N.W.,
EDGWARE ROAD.

LONDON.

NEW YORK
LONDON
NEW YORK

ADDRESS.

The Thirteenth Volume is completed, and we can only reiterate our words of the previous years, "that we are grateful to our patrons and contributors." In the forthcoming Volume we will endeavour to obtain further useful and instructive information, and yacht owners would greatly aid by favoring us with their logs, or notes of their voyages to distant shores.

December, 1864.

WOMEN
SOCIETY
OF AMERICA

HUNT'S YACHTING MAGAZINE.

JANUARY, 1864.

ROUGH AND SMOOTH WATERS.*

—
BY A YACHTSMAN.
—

CHAPTER IV.

OWING to the pace at which we had been so unceremoniously kicked down the waters between Arran and the mainland, and the occupation caused by the heavy squall that had overtaken us, we found but little time to look around, and the rapid glances we were enabled to make caused us the more to regret the unfavourable circumstances under which we saw Arran, as the Island appeared to combine the scenery of both Highland as well as Lowland in a most remarkable degree, and rising precipitously from the sea, to present a style of landscape, a mingling of rugged mountains heaped one upon another, and sunny valleys, at once most striking and picturesque, and Arran might well have borne a nearer inspection than we gave it, and well repaid a more lingering look than we were enabled to take; it was therefore with regret that we left this half-seen landscape behind; but at the same time with satisfaction that we dropped our anchor at 6h. 30m. in by far the best harbour that we

* Concluded from page 488, vol. xii.

had seen since leaving Kingstown, and indeed one may safely include that harbour also, as in an easterly gale the riding there must be excessively disagreeable, whereas in Campbeltown you are always in smooth water from whatever quarter the wind may blow. I was certainly very much struck with the many advantages of Campbeltown as a place of refuge; in the first place it is behind an island, which stands out in bold relief like a dark mound against the adjacent land, and is therefore very easily made out from the sea; then it has excellent holding ground, it is not very deep, is of easy access, as the entrance is marked out by buoys and a beacon; it is completely land-locked, and lastly in a most commanding position for vessels bound south. It has also this other advantage for a yachtsman, as here, if bound for Oban and the north, he can take in stores and also procure a pilot, without whose aid it would not by any means be advisable that a stranger should proceed north of Adrishalg. Taking it altogether therefore, Campbeltown is both an advantageous and admirable little harbour.

The first thing to be done after having furled the sails was to appeal to Bob's feelings on the score of dinner, the next to proceed before dark in quest of a blacksmith who would repair our damages in such good time the following morning as to enable us, weather permitting, to make an early start; having managed both these important matters to our satisfaction, we turned in and could afford to listen with indifference, while in such excellent quarters, to the wind as it whistled and moaned through our rigging. The next morning it blew great guns from the North, so after congratulating ourselves upon being in such anchorage instead of kicking wildly about at sea, we made up our minds to remain contented where we were and to take a look at Campbeltown and its neighbourhood. On our way to the shore we paid a visit to a yacht much the same size as the E—, at anchor near us, and ascertained that she also was bound South, but owing to the late strong winds had been detained at her present anchorage since Friday.

Campbeltown is a tolerably large place, of, I should say at a guess, some 4,000 inhabitants, it has one large street, which did not appear to be the business part of the town or the principal mart for native or foreign productions, and several small arteries running off it which supply every necessary want, and where those staple commodities of yachting life—beef, bread, and butter can be obtained of good quality

and at a reasonable figure; it boasts of the usual number of whisky shops that are to be found in all Scotch towns, and a rope walk, but the ropes are of a coarse manufacture; and if I say that a steamer plies daily to Glasgow I think I shall have said all that may interest my readers about Campbeltown.

With regard to the neighbourhood we fear that we can say but little in its praise, as really the scenery could not well be less interesting, nor could the country round look much more naked or desolate; certainly the situation of Cantyre is a very bleak one, and the fact of its being a narrow strip of land having the stormy Atlantic on one side, and a gusty species of Scotch loch on the other, may be much against its ever growing any very ornamental timber, or being brought to a very high state of cultivation, but I should hardly think it a sufficient excuse for untidy and indifferent husbandry or a reason for not making the most of the soil. Possibly further inland a better state of things may exist, as I can only speak of the immediate neighbourhood of Campbeltown, and even of that after a very cursory view, still I believe that the above remarks are applicable to a large district of Cantyre, and that the lower end of Argyleshire has but few attractions for either the tourist or the agriculturist.

In the afternoon we got a view of the sea on both sides of Cantyre, from a ridge of hills close to the town, and we flattered ourselves, as we were so soon to trust ourselves to its tender mercies, that the western sea, notwithstanding the breeze, did not look so angry as one might have expected. On our return to the pier we came across some very fine looking fellows who turned out to be Arklow fishermen, belonging to the identical boats that were to leeward of us when running down the Clyde; they had come by the south point of Arran and had consequently got a regular dusting from the Pladdas to Campbeltown, as they did not get in until midnight and must have been somewhere about the Pladdas at the time that we took our fourth reef in when scudding before, what almost amounted to a little gale. The reason that they gave for coming south, and which appeared to me a very odd one, was that the wind might shift more to the south, when they would have been in a better position for making Campbeltown than by coming round the north point of Arran. I could not admire their reasoning, but felt quite sure that the next time they travelled that way in a "Nor'-Wester" they would not speculate on probabilities but make the most of what they had, come

north about and take their beating to windward in smooth instead of rough waters. They had evidently been very much knocked about, as, on my enquiries respecting their next move, they confessed "to have no stomach just then for further proceedings."

Before putting off we called upon our friend the blacksmith to settle his "little account" when we had the "dissatisfaction of learning that there appeared to be a fixed charge for everything in Scotland, as the son of Vulcan had the conscience to ask me seven shillings for repairing an eye bolt! Really this was too bad on the part of my Scotch friends; seven shillings for an indifferent bottle of sherry, at one end of Argyshire, and seven shillings for an iron eye bolt at the other! But this would *not* do, as however little proof I was against the blandishment of a landlady I felt quite a match for an over-reaching blacksmith, so after analyzing the "job" by going into the weight of the bolt, the price of iron, and the rate of wages, I made him deduct above two-thirds of his charge and left him fully impressed with the idea that there was not quite so much weakness in my composition as my countenance apparently indicated, and with very good profit for a few pounds of iron and a few hours work. I must however do the man the justice to say that his work was A1.

On Wednesday we turned out at 6h. a.m. but were not long "out" as the wind had shifted to the S.W., and a thick mist was rolling up the harbour from seaward; considering therefore under the circumstances of a foul wind and drizzling rain that in harbour was the best place, and in bed the next, we resigned ourselves once more to our fate and our couch. After breakfast the wind again shifted to the North, and by 10 o'clock it was blowing a nice fresh breeze from the North-east. We did not much like these sudden shifts of wind as they generally indicate bad weather, but it was impossible to resist a fair wind, so we set the example to the 20 ton yacht, and some half dozen coasters, and by 11h. 30m. were running out of Campbeltown. We steered a S.b.W. course with the idea of either paying Loch Ryan another visit, or of standing on for the Isle of Man, as circumstances would admit, and a nice steady breeze sped us on our way; but as the weather looked unsettled and threatening we were shortly alone in our glory, the yacht having turned back, and the coasters had either done the same or we had run them out of sight. For about two hours we kept a nice gaff-topsail breeze, when we were compelled to take in the sail, and as we passed the lofty

Craig of Ailsa, we had this time no reason to complain of the want of animation in the entrance to the Clyde, as three fine square-rigged outward bound ships passed close to us as they swept before the fair wind with crowds of white duck, while in the distance two schooners were doing battle with the breeze and beating to windward under very snug canvas and with very indifferent results; one of them before long losing heart and eventually scudding under almost bare poles for Loch Ryan. These were ample signs of outward life, and inboard there was no want of animation, as it really was surprising in how short a time, after we had stowed away the topsail, both the wind and the sea got up, kicking our little bark about most unmercifully and giving us plenty of occupation; first in shortening the mainsheet, as the boom would every now and then plunge into a sea and return with a jerk which threatened the powers of endurance of our mainsheet and every block and bolt belonging to it: then in lowering the peak to the gusts as they became heavier and more frequent, and finally, as all this would not do, in taking three reefs in the mainsail and shifting jibs. This canvas carried us to our old quarters in the north-west corner of Loch Ryan, where we anchored at 6h. p.m. close to Lord Orkney's "Apsara," 80 tons, laid up in ordinary.

The next day it blew too hard and looked too wild for us to venture outside even had the wind been altogether favourable, but as we should have had to beat to Corswell it was out of the question our attempting anything of the kind in such a sea as we saw tumbling into the entrance of the loch.

We were soon tired of remaining on board, and though I must confess that the alternative did not present any features of a very attractive kind, we resolved upon paying Stranrear another visit. We found it in precisely the same place and bearing the same lively appearance as when we last saw it, the only difference being that, instead of the "fairy scenes" we had witnessed during our previous visit, the town was enlivened by a drunken disturbance between a sailor belonging to a timber ship in port, and a stout Boniface who, but for the timely interference of the police, would have made the son of Neptune unrecognisable by his dearest friends; had it not been for this little excitement the visit would have been dull in the extreme, as what with our unsuccessful efforts to find our old pilot, the absence of turbot, the loss of Supercargo, and the difference between the top and the bottom of a barrel of Allsop, the place was flat, stale and unprofitable to a degree.

Thursday the 20th, was by no means a cheerful looking day, but the wind having moderated very considerably and being still N.W., we got the anchor up at six, and at seven a.m. we were passing Carn Ryan with two smacks and a schooner, of the true coasting type, in company. The wind soon got quite light and being dead on end it took us the best part of four hours to get to Corswell, but we were all the time consoling ourselves with the reflection that once there we should be able to look up for the Mull of Galloway. Never, however, was a more mistaken idea nor ever was anything so perverse as the wind was on that day. At starting we made a long and a short leg for Corswell, gradually our legs became even, and by the time that we had arrived at the point the wind had come round to the S.W., and was nearly as foul for the Mull as it could blow.

We stood out to the west for fully an hour and then about for the land which we made some five miles to the south of Corswell, when we once more stood to the westward to catch the last of the flood. About 1h. 30m. we were in midchannel and heading for the Copelands, and as it looked thick and threatened rain we resolved to stand in for Donaghadee and remain there the night. We had been standing over, with a nice whole sail breeze, for about half an hour with the intention of carrying out this plan when the wind again headed us, and it was therefore once more about ship for the Mull, which we could dimly discern amidst the haze in the distance and which we found we could just look up to.

The rain was now coming down in earnest and the weather looking more and more thick, so we put on our waterproofs, got a good dinner, and prepared for the long night that was evidently in store for us. Though the sky certainly had a very dismal, hang-dog sort of look, the wind was moderate enough, and I had no anticipations of an immediate blow; not so however my friend Will who saw matters in a different light, and got everything ready in the shape of small jibs, reef tackles, &c., &c., to be handy for any contingency which might occur; fortunately these precautions proved unnecessary as the weather continued moderate through the night.

About 2h. 30m. we got our last look at the Mull, and by taking our bearings from it and the Copelands we made our position to be some 16 miles from the former place, and as we could just lie our course, we were in hopes of being able to weather the Mull in one tack. We were here shorn of part of our strength by carrying away the weather topmast rigging, which must have been damaged on some

previous occasion, as there was not sufficient strain upon the wire when it went to account for its being carried away. At 8h. 30m. we overhauled a couple of schooners steering the same course as ourselves and at the same time night began to close upon us. We now felt sure that we ought to be near the land which we had not seen for fully five hours, notwithstanding that we had been heading right for it all the time; and though certainly a strong ebb tide had been against us, and our progress had been consequently slow, and we were convinced must be near, and seeing a smack on the opposite tack to ourselves, which must have stood out after making the land, we ran under her lee and ascertained that the Mull bore S.b.W., as we were steering, but that it was yet a few miles distant.

We soon lost sight of our friend, the smack, amidst the dark clouds to leeward and almost as soon saw the gleams of, what we considered at the time, a far distant light under our lee bow, but in a little time we could clearly make out the glow above the land, which was evidently between us and the object of our hopes, and soon understood that instead of being some distance, as we had at first imagined, we were in reality almost on top of the light as the Mull of Galloway, and hardly had we ascertained this fact before the dark outline of the land shewed itself close aboard of us. This was hitting the Mull in a very satisfactory manner, and I have no hesitation in saying that, to a certain extent, it was a relief to us; as what with the wild and stormy region we were in; the thick weather, the long time we had been standing in for the land without making it, and the probability of the wind at any moment increasing to a regular South-Wester, we were right glad to know our exact position and especially to find, with the assistance of the flood tide, that we were enabled to open the light itself through the lee rigging to weather the Mull of Galloway, and the Race being comparatively smooth, to pass through it in comfort. We had no difficulty in making good our course for the Isle of Man, and nothing occurred to break the monotony of the next four hours but the little excitement of making the Light at the Point of Ayr, and the passing of two steamers, whose green and red lights only we were glad to see, as one from Belfast passed us on the starboard, and the other on the port side from Glasgow.

The wind gradually became lighter as we neared the Isle of Man, and after leaving the Point of Ayr behind us a little after daylight it fell nearly calm; so we took an hour and a half's sleep in the

cabin. Again on deck we found very much the same state of things, so far as wind was concerned, as when we left it, and scarcely any alteration of position, as we were still some little distance from Maughold Head. Two schooners were similarly circumstanced, and none of us were going more than a knot an hour, first the schooners would get a slant and creep ahead of us, then the breeze would favor us and we would shoot ahead, until finally we just managed to crawl past Maughold Head, where the flood and ebb meet, and secure a fair tide, while our companions were both driven back and I suppose anchored near Ramsay as we saw no more of them that afternoon.

It was 6h. 30m. before we got to Douglas Bay, and being too late for the tide, we anchored outside the harbour, after having been a little more than thirty-six hours from Loch Ryan, during which time, with the exception of an hour and a half, we had not left the deck, so that no rocking was required that night to enable us to sleep the round of the clock.

The next day (Sunday) we came into harbour alongside a well-kept 25-tonner, the Fanny, whose tidy cabin and generally neat arrangement formed a bright contrast to our rough used sofas and ill-assorted pantry, the only similarity being in our respective crockery to which the word "matchless" was equally applicable,—

"but there
I doubt all likeness ends between the pair;"

but we think that the Fanny's appearance would have been very different had she been over as many miles as we had been, and met with such weather as had fallen to our lot.

We had a pleasant stroll in the afternoon round the north side of the bay, and not an unpleasant dinner at the Castle Mona hotel in the evening; and need I say that after some Salmon steaks, côtelettes à la jardinière, soufflé pudding and good sherry, we felt perfect charity towards all men, and no little sympathy for an unfortunate smack that we saw hammering away against wind and tide down channel. As we had many hours of sleep to make up, and had decided upon an early start the next morning, we did not remain long soliloquising and sympathising at the coffee-room window of the Castle Mona, but quietly strolled back to our little ship to take one of our last sleeps on board for the season, and a right good sleep it was! the only drawback being the noise of preparations for early departure which began at 5h. a.m. the next morning, however we soon shook ourselves

up and were once more hard at work making sundry preparations for sea again; these completed we stole past the clock on Douglas quay as it struck six.

CHAPTER IV.

Gonzalo—"Now would I give a thousand furlongs of sea for an acre of barren ground, long heath, brown furze anything."—*TEMPEST*.

And now our canvas was once more spread, and this time to a glorious breeze, our little craft was once more diving down to the trough of each wave and lightly rising to its crest as we passed Douglas Head and were once more at sea again. It was a beautiful bright summer morning for our start across the Channel, but the wind outside being W.b.S. we were reluctantly compelled to abandon our original intention of making for Holyhead and to give the order "full and by" with the "Menai Straits" as our destined port. I think that we should have done better to have made one long tack towards the Calf, in order to get the full benefit of the tide which sets stronger along the Isle of Man coast than it does at some distance from the shore, rather than to have stood right across as we did; but really every thing looked so promising that there appeared little necessity for making the most of wind and tide. We had a long day before us, only fifty miles to travel, with every probability of being able to make Pyffyn Island in one tack and then to carry the next flood with us up the Straits. With such a prospect perhaps a little negligence may not be surprised at, though at the same time one pleads guilty to the folly of such a proceeding as there cannot be a doubt but that a yacht should at all times, and under all circumstances, except that of half a gale of wind, be sailed as if she were at a regatta.

Towards mid-day the scud began to move from the heavier and more massive looking clouds, and to drive with increasing speed to leeward; the sea also became more turbulent and boisterous, and there were all the indications of a freshening breeze; on it came! and when about mid-channel the old and oft repeated story of down topsail and two-reefed mainsail, of which I fear my readers must be tired, had once more to be repeated as we got into the thick of it, and the good ship was again surging and plunging as heavily as ever.

We carried this canvas on her so long as we could in order to get under the lee of the land as soon as possible; but after making

Peumaenmewr over our bows the little E—— began to show unmistakeable signs of distress, so much so that we were obliged to heave her to and put one more reef in the mainsail and the third jib on her; she was then most unaccountably stupid, refusing to pay off for some considerable time, and sinking into the trough of the sea like an overladen ship; this was so very unlike her usual behaviour that I was completely at a loss to account for it, the mystery was however soon solved, as Bob who had gone below to get some stops for the jib that we had just taken off her, put a face of dismay through the fore hatchway and reported the cabin floor under water! down I dived and there true enough not only could I see the water above the floor, but I could also hear it awash against the vessel's side, and fully entered into the feelings of Gonzalo who is supposed to have expressed the sentiments written at the head of this chapter.

There was no time, however, to think of other people's sentiments, one's own feelings were all absorbing, and actuated as they were by motives of the purest philanthropy, made us sufficiently alive to the necessity of relieving the poor little E—— as speedily as possible; pumping I felt sure was quite out of the question with the quantity of water that was in her, as the pump discharges under the counter, which may be a very good plan in smooth water but is very ill-adapted in a seaway, when that part of the vessel is almost certain to be under water and the working of the pump consequently delayed; a bucket was the only other alternative, so we ripped up the after cabin floor and set to work, one hand filling it below and one hauling it on deck, until by dint of down right hard work we got the water under. I should be afraid to say how many buckets we must have emptied before this desirable end was attained, when however it was reduced the pump kept her clear and the good ship was once more herself again, but having no idea what or where the damage was we were afraid to try and beat her against the sea that was running by Pyffen Island, and resolved to make at once for Llandudno where with the S.W. wind we should find good shelter. We got into Llandudno at 6h. p.m. in rather a sorry plight; a split topsail, topmast rigging carried away, bowsprit very badly sprung, and a big leak made up a pretty good sum total of casualties to have happened to one craft in a very few hours, and I do not ever remember as a matter of choice to have anchored so near the shore as we then did. I was very much annoyed at this untoward event as we lost another very good opportunity of testing the E——'s powers, and of ascertain-

ing what she could do when going to windward in a sea-way; but as off the Isle of Man on the first night of our cruise, so now at the end of it we were completely crippled through the negligence of others.

It did not take us long to discover what was the cause of our having so nearly met with a disaster, as on pulling up the fore-castle floor we saw the water rushing in a copious stream through one of her seams from whence had come about a foot of caulking which had been put in at the beginning of the season. It was satisfactory to find that the fault was with the carpenter I had employed to overhaul her, and who had partially caulked her, rather than with the original build of the *E*—, and though it is true that we had carried on her, on more than one occasion, to an extent bordering on imprudence, and had put her strength to a very severe test; still there was no reason for this utter failing of the carpenter's work, and we should have liked to have come across him at Llandudno in order that we might have blown off the steam; as we could not do this we patched up the leak from the inside in a not over workmanlike manner, and set the watch for the night.

The next day 25th of August, and last of our cruise was about as unpleasant a day as one could expect even in our uncertain climate; the wind was as light and variable as the rain was heavy and unvarying making it altogether quite detestable, but in spite of such a last day and notwithstanding our succession of head winds and strong winds, of calm days and wet days, of small disasters and little disappointments, we felt great regret at the prospect of having so soon to part with our little craft for the season. To me yachting holds out so many inducements and has so many charms that the end of the summer is looked upon much in the same light that a school boy looks upon the end of the holidays, and I fancy that I am by no means singular in this respect, as the pursuit of aquatics is one in which there are no half measures and is either taken up and carried on with the keenest zest, or speedily given up. Of course even to the most ardent admirers of the amusement it must have its drawbacks as it is more dependent than any other upon weather, but though a wild night at sea or a succession of head winds and rough waters will almost cause the yachtsman to wish that he were in a four-poster, even though Mrs. Caudle should be suffering from a fit of indigestion, and that his worst enemy had his yacht; no sooner is he in harbour than he forgets these evils, or only remembers them as

enhancing the value of the quiet he there enjoys, and he loses sight of the disagreeable and remembers only the agreeable part of his cruise.

Then the constant change of scene and change of place are never failing sources of pleasure, and great charms of yachting life. With a piece of mutton over your taffrail, a few, or many, according to the requirements of the owner, bottles of sherry in your locker and a well stocked pantry you feel a spirit of independence of the outer world which is unattainable elsewhere and most enjoyable. You have no lame horse, no sick cook, and in fine you roam from place to place free of all cares, and you lose, for a time at all events, those hundred and one evils of domestic life which continually haunt one on shore. On the other hand you must have a well found, speedy craft, a good companion who has no fastidiousness (Supercargo declared Bob never washed his hands except in the soup which always had a tarry flavor,) or qualms but those of conscience, and last though not least a smart well-behaved crew; or your ship will prove a species of purgatory by no means enviable.

Perhaps the *E*— is rather small for a long cruise, and I am beginning to think that a ton for every year of one's life is about the size that a yacht should be for the owner's enjoyment, and though I have some idea of lengthening her, I fear that I should have to make the length out of all proportion to the breadth were I to put this theory into practise with her, still a few more feet would add much to her comfort, when I may again probably introduce myself, and new scenes to my readers. In the mean time we have left Llandudno and are slowly, very slowly, against wind and tide making for Beaumaris which we pass in company with the *Laura*, 20 tons, at 2 o'clock, but not before an old smack, drawing about 18 inches of water, in a sudden shift from a foul to a fair wind took the wind out of both our sails, and the conceit out of their owners, and it was amusing to see *Hatcher's* crack 20-tonner, and one of the best representatives of the clever *Marshall*, while running a close race, both passed by a craft whose form resembled some of the old pictures of *Noah's Ark*, whose hull seemed only adapted for matches, and whose sails were only fit for the rag merchant.

After this practical illustration of the vanity and uncertainty of human affairs the wind became still lighter, compelling us to anchor, and it was 4 o'clock before we arrived at *Garth Point* where we came to, and where I must leave my yachting friends and the good ship, and put her and myself into winter quarters.

ON SIGNALS AND SIGNALLING.

SIR.—Looking over the volume for 1859 I met with an article on “Signals and Signalling,” in which the writer who signs himself “An Old Yachter,” weighs the comparative merits of several Codes as applicable to yachting purposes, and as I have myself been thinking over this subject for some time I venture to send you a few remarks thereon, knowing that your Magazine is always open to letters from those who wish to promote the welfare of Yachts and Yachting.

One of the disadvantages of the present system is that many of the Royal Yacht Clubs, for instance, the Royal Yacht Squadron, Northern, St. George’s, Irish and Cork have each a private set of Signals for the use, or rather disuse of their members, and these for the most part require not merely a separate book, but a distinct set of flags, so that an owner who belongs to various Clubs and wishes to have the proper Code of each, must lumber up his vessel with a number of bags of flags, many of them not used once in twelve months, and which add not merely to his expenses, but also prevent himself or his crew becoming familiar with the names and signification of any one set, which is the great essence of signalling. The practical result as I know from experience is that these private codes, except that of the R. Y. S., are hardly ever used, or purchased, although in most Clubs there is a stringent rule on the books requiring all owners to provide themselves with them. To obviate this inconvenience, “Ackers’ Universal Code” was published, and had it been as generally taken up as it deserved to be I should have preferred adopting it universally to making another change, but as the Clubs I have enumerated above and I dare say many others still stick to their own old private Codes, and as since Ackers’ book came into the world the much more scientific and useful system called “The Commercial Code of Signals for all Nations” has been put forward under the direct sanction of the Lords Commissioners of the Admiralty, and the Marine Department of the Board of Trade, and has been adopted by H. M. Ships, the Coast-guard and Signal stations and the larger ships of the Mercantile Marine of all Nations, it would be a great pity for yachtsmen not also to avail themselves of it, and so insure an easy mode of communication, not only with each other, but with Vessels of War, Merchant Ships, &c., which they may meet in their more distant voyages, especially as it is the most simple and easy system possible, has no substitutes, and therefore very little chance of mistakes.

Most of the yachts which go foreign do I know provide themselves

with this Code, but it is as an addition to their private Codes which continues the inconveniences I have spoken of before, viz: a multiplicity of flags on board, expense, and want of familiarity with the flags when seen flying. The objections to the Commercial Code for the use of yachts are that many of its signals are not from their wording and nature adapted to the requirements of yachtsmen, and that those which are are embedded in a mass of matter which render them difficult to find when required. The remedy for this it appears to me is to publish an Epitome of the Code, retaining the same flags and their signification, but confining the phrases presented to those commonly in use amongst yachts sailing in company, and classifying these so that any one wanted may be easily pitched upon. By this means if two or more yachts sail in company, by having both the larger and smaller books on board, though but one set of flags, (a very different thing as regards expense and convenience,) they can use the handy one for common use, but if a more extensive conversation is required, by showing a different Code Signal at gaff-end, it will at once be seen that the larger book must be referred to. In this way the signification of the flags will become "Household words" to every one on board, and half the supposed mystery and general dislike which I have found exists to Signals and Signalling will be obviated: the plague and lumber of three or four different sets of flags be removed, and an easy mode of communication not only with each other, but with any vessel they may meet will be provided.

I should add that inasmuch as the flags used in this Code are nearly the same as those in Ackers' and Marryat's Codes, as will be seen by the table at end of this letter, a yacht at present possessing a set of either can by marking each flag according to this Code on the opposite side of the distance line; and buying a few, five at most, additional ones, can convert the one set of flags into a means of using any one of the three Codes at pleasure, by merely showing a different Code Signal to point out which book is to be used. In order to carry out this plan I have amused myself for some time in working up such a book, and have it now ready in manuscript, which I shall be happy to place at the service (free gratis) of any yacht club, or publisher who will bring it out. It will form a book about the size and shape of "*Hunt's Universal Yacht List*", and contain some 8000 separate signals, mostly taken from the Codes of the R.Y.S., Royal Irish, St. George's, and Cork Clubs, and from Ackers, Marryat, and a little private code written by me for the Irish Model Yacht Club, and used by them for the last four years.

The signals are divided into five classes, viz: Particular signals, some six or seven in number. Danger and emergency signals wanted in a

hurry. Directions to yachts at anchor. Directions to yachts underway, chiefly intended for a squadron of yachts manœuvring under a flag-officer. And general signals. There are also tables of Compass signals, hours of the clock, places and wants, each marked by flying a particular pendant over the Signals flags. The first four classes are all made with only *two* flags in a hoist, a great advantage especially to small yachts. The general signals with *three* flags in a hoist. Each flag as in the Commercial Code has only one meaning, except when used to make a number in a Club List, when the Club Bargee is hoisted over the flags to show this.

There are only twenty-one flags used altogether, two more than the Commercial Code, one a Code Signal, the other the Pilot Jack, which all yachts must have. It has only four flags different from Ackers' Code when complete with Substitutes, and finally I think the book might be published for a few shillings.

With these remarks I leave the matter, and my infant progeny in your hands, and those of any yachtsman who may read this letter, and shall be happy to hear through you from any club or person who will accept my offer, in which case the manuscript can be forwarded at once.

J. A. L.

CORRESPONDING FLAGS.

<i>Ackers' Code.</i>	<i>Commercial Code.</i>
No. 1	B
2	H
3	T
4	L
5	N
6	None
7	J
8	K nearly
9	None
10	S
1st Substitute	R
2nd Substitute	C
3rd Substitute	G
Church Pendant	None
Commodore's Blue } Pendant	D
Quarantine Flag	Q
Blue Peter	P
Pilot Jack	None
18 Flags	F, M, V, W, & Code Signal wanting

CORRESPONDING FLAGS.

<i>Commercial Code.</i>	<i>Ackers' Code.</i>
B	No. 1
C	2nd Substitute
D	{ Commodore's Blue Pendant
F	None
G	3rd Substitute
H	No. 2
J	7
K	8 nearly
L	4
M	None
N	No. 5
P	Blue Peter
Q	Quarantine
R	1st Substitute
S	No. 10
T	3
V	None
W	None
Code Signal	None
19 Flags, 6, 9, and Church Pen- dant missing	

FORECASTS OF WEATHER.

MANY persons have asked questions about forecasts of weather and their principles. Some have impugned their accuracy, and a few have demurred to their having any claim to a really scientific basis.

No doubt that as very different views of atmospheric commotions or changes are taken by able men, such subjects may scarcely seem worth their earnest attention, because as yet they have not been brought to the verification of a rigid mathematical analysis.

But to metaphysical inquiries, and to other researches or avocations, indispensably useful, one might take objection, and decline their study on similar grounds. Meteorology not only abounds in physical facts, excessively useful as well as interesting, but it demands an extensive range of intellectual and extremely comprehensive considerations.

One cannot take it into full use without due study ; yet who is there without an independent opinion of the weather, and perhaps too little understood barometric indications ?

Having ascertained that the principal atmospheric currents are incessantly in more or less circuitous but mutually opposed progress, sometimes side by side, but in contrary directions, sometimes superposed, one or other being nearest earth's surface, temporarily, and always having lateral as well as direct progression, we have a clue to their dynametry by observations at distant stations and by telegraphing to a centre, somewhat like that which might be given in a tidal estuary by ships swinging in advancing or receding tide streams to an observer at a fixed station.

By the tension or barometric pressure, the temperature and other characteristics of the air at each station—if the approximate knowledge now possessed of the set, turn, or progression of atmospheric currents—of their relative breadth horizontally, and of the circuitous eddies usually, or often, between their edges or boundaries—one may tell what conditions of air exist within some hundred miles around—say, a sweep of 500 miles from London (as a centre), and, which is of far more value, what changes or movements are impending.

The capability of doing this for about two days in advance rests on the proved fact of a general lateral translation towards the east in the Temperate Zone, while northerly, southerly, or other (mixed) currents of air are in very various movement, the practical results on earth's surface being usually composite motions.

By thus estimating the atmospheric area above, around, and within

some hundred miles of us ; by statical observations at the same hour, and by summary calculations of a dynamic character, all the principal motions and changes are brought within the grasp of forecast.

But this applies only to general and principal averages, not to local peculiarities or special disturbances so limited in nature that they do not affect more than a few score miles expanse of atmosphere.

It ought to be kept in mind that broad shallow currents are the chief aerial features, below or between or among which there can be no vacancy, unless momentarily, as when a violent blast of wind is caused by a sudden (approximate) vacuum ; and that when currents act against each other (gravity restraining upward motion) their tendency is to cause more or less rotation.

The lamented Espy said that winds always set from the place of higher barometer towards that of lower, but he also said (which some writers seem to have overlooked) that the meeting of such winds causes a circuitous effect. Espy's views accord with those of the authoritative Dove and our own illustrious Herschel.

The word cyclone has been so associated with storm that few persons attach to it now the simple and ancient sense of circuit or circuitous.

Without duly following the progress and ultimate destination of material fluid air having great bulk, infinite elasticity, and more or less *vis inertiae*, or rather momentum, according to mechanical laws, some persons have imagined that air currents intermix, as if unresistingly, instead of opposing each other for a time, especially if in rapid motion, just like the currents of water in a river or in the sea.

Air streams in opposition must deflect or turn each other, or go upwards (against gravitation).

Without a general, lateral or transmeridional movement, or translation of atmosphere toward the east in the temperate zones, but westward in the intertropical regions, in addition to meridional movements from and toward the poles (of which full explanations are given elsewhere), it would not be possible to forecast the character of wind and weather beyond one day's interval. It is the precience of dynamic consequences, arising out of statical facts, that enables a really scientific calculation of probabilities to be made. Certainty is not yet attainable, but a fair average probability, for a certain area or district, is already within our reach. Out of these forecasts spring the cautionary notices of impending storms.

It is by a continuous observation of the changes and indications of change that we are now enabled to decide and direct with confidence.

Without such a generally informed state we should often be surprised,

as we should derive our warnings solely from distant stations, and should not be able as now frequently to warn even outposts such as Nairn, Valencia, or Rochfort.

That errors have occurred, that we have been too slow, or have given warning where it seemed to have been unnecessary, may appear to have been unavoidable in such new and tentative experiments.

But there have been four special causes of occasional failure, which ought to be fairly considered.

1. A watch having been officially set to report on the results of each cautionary signal, has somewhat discouraged such speedy action as might otherwise have been taken in signalling, but a record of their inutility should be compiled, rather than the contrary.

2. Public offices are not open on Sundays, and only a few principal telegraph stations are then available. Hence there is sometimes unavoidable delay between Saturday and Monday.

3. No one or two persons can be always at their station all the year round from morning to night. The new subject of forecasting and warning is hardly yet so familiar to many persons, however zealous, as it may be in due time.

Lastly, the telegraph offices are not open in general till eight or nine in the morning or after those hours at night; therefore official communications are only practicable over so wide a range as ours between those times of the day.

To communicate between Nairn, or Valencia, or Rochfort, and our office in London, usually takes about two hours in actual practice.

For proofs of what has been thus stated, perhaps too dogmatically, about the movements of air currents and their lateral translation, I would suggest a reference to published works, except in one recent and very remarkable instance.

During the storm of last October 29-30, such remarkable sudden and violent shifts of wind took place, about the same time, at many places in a nearly meridional direction across England, between or by Oxford, Greenwich, Nottingham, and other places, that to meteorologists even they seemed unaccountable; but, if we contemplate parallel currents, side by side, moving rapidly in opposite directions, and having also a lateral movement to the eastward, such sudden and meridional changes may become as easy to comprehend as those so well described by aeronauts who passed out of one stratum of current of air into another, so closely superposed that while the balloon was tilted (dragged aside as it were) by the one, the car was influenced differently by the other.

This momentary effect was accompanied by a rushing sound, like

that of a torrent of water. These currents had different temperatures, electric characters, degrees of dryness or moisture, and horizontal motions. The sound, caused by pressure and friction, is suggestive as various ideas in connexion with heat and electric considerations, inadmissible here.

In this case, of course, the representative of an observatory moved vertically through horizontal air currents, at times differing in velocity (referred to earth's surface) from some thirty to sixty miles an hour. In the former instance—that of a land station the currents were separated vertically, their division passing across any place suddenly; but horizontally.

At the present time our meteorologic communications are utilized, and highly appreciated on the Continent.

At about ten o'clock in the morning (as soon as in London) Paris receives notices of wind and weather, from our most distant stations, and distributes them.

Two hours afterwards the French Government despatched our forecasts, and (if any) cautionary notices to more than eighteen stations on the coasts of France.

This British system has, therefore, incurred a large responsibility.

“What does it cost?” is, of course, a frequent question.

The Meteorologic-office of the Board of Trade, and for the Admiralty likewise, was established in 1855, with a yearly estimate of 4,200*L*.

This was for many duties, exclusive of those now superadded, not then contemplated.

To include and provide for all—with these additional objects, and their contingent expenses. I now ask to have 5,800*L*., being only 1,600*L*. more than in 1855—8, when meteorologic investigations had not led to their practical utilization nationally.

In conclusion, may I be permitted to say that, while admitting many errors of judgment and numerous instances of tardy decision, it has been proved by general opinion of the maritime, if not also of the agricultural, interests, that the system of meteorologic information existing now under the Board of Trade is worth its cost to the nation, and is deserving of efficient maintenance.

R. FITZROY.

LIFE-BOATS FOR THE NAVY.

THE importance of having all our men-of-war fitted with at least one life-boat, if not more, is a question which has long occupied the attention of those scientific officers who form the progressive party in our navy. They have long been preparing the way for the introduction of these most valuable boats, and the services which they have rendered on all parts of our coasts, when connected at the same time with the fearful loss of life which was caused at the wreck of the *Orpheus*, from the want of life-boats, have lately had much effect in removing any scruples which the Admiralty might have entertained against their introduction into the navy. To the mere looker-on it will appear an almost inexplicable fact that any of our men-of-war ever went to sea without life-boats after they were once invented, especially since they have been brought to such complete perfection by the National Life-boat Institution. The duties which men-of-war crews have suddenly to fulfil—to pick up men overboard in stormy weather, to land important despatches through any surf, and at almost any risk to render hazardous service to our wrecked merchantmen in the wildest and least civilized parts of the world—any and all of these duties may come upon them in a single day, and day after day, and have to be rendered in boats which are not only not fit, but are the worst fitted, for such purposes. The reason why our men-of-war have not been so fitted is that to this day a good life-boat for service on board ships—that is, one easily stowed, light to raise and lower, simple in its fittings, and strong enough to defy the rough usage of the most careless sailors—is yet to be designed.

The boats of the National Institution, which now fortunately are to be found in most parts of the world and all round our coasts, are far too large for such a purpose; but the Admiralty, now seriously anxious to provide all cruisers with small life-boats, have asked the officers of the Institution to give plans and superintend the building of a life-boat for a man-of-war, but not to exceed one ton in weight. On Thursday the 26th November, a trial was made with two such boats in the Regent's Canal Docks, London, in the presence of the Lords of the Admiralty and a number of officers interested in the solution of this most important nautical question. The Lords of the Admiralty were brought down in Mr. Penn's beautiful little steam yacht, the 'Engineer.' Among them were the Duke of Somerset, Admiral Frederick, Admiral Sir F. Grey, Captain Drummond, Admiral Eden, Commodore Sir F. Nicolson, Sir E. Perrott, Bart., Commodore Ryder, Admiral Sir George

Sartorius, J. Luke, Esq., Captain Ward, Thomas Chapman, Esq., the Deputy Chairman of the Institution, Richard Lewis, Esq., the Secretary, &c. One of the boats tried was 32 feet long by 8 feet 10½ inches in extreme width, capable of holding on an emergency as many as 70 persons, and of accommodating with ease 45 or 50. This boat, however, weighed 37 cwt., or very nearly double what is considered should be the *maximum* for a handy and useful boat for sudden emergencies. The second boat was 30 feet long by 7 feet 4½ inches wide, and weighed only 22cwt. This would stow with ease 25 persons, and could take off 35 at a pinch. It seemed evident, however, that the Admiralty, in fixing the *maximum* weight at one ton, have adopted a standard which it will be found very difficult to comply with so as to make a really efficient craft for all weathers. The boats were canted over to the water's edge in every way, and the largest when emptied, was turned over by means of an hydraulic crane, and though in the still water of the docks it did not actually right itself, it remained on its side sufficiently buoyant to enable the men to turn it on its keel easily. In dense sea water, and especially in sea water with any swell in it, there is very little doubt that it would have righted of itself almost immediately. When it did right, the relief tubes in the bottom, which were opened, allowed the whole load of water in it to run off in less than a minute. The small boat, though not tested with this severity, was sufficiently proved to show that even when heavily laden with sailors, and with the relief tubes opened, it was still buoyant and as sea-worthy as ever.

The result of the trials seemed to show that if the Admiralty will only allow a slight addition of weight to their present standard—say from 20 cwt. to 25 cwt.—a perfectly efficient life-boat, fit for any duty in any weather, may easily be obtained. Some trials were also made at the same time with three shore life-boats of the Institution. These trials were, as usual, of the most satisfactory character. The upsetting of the life-boats, and their self-righting and self-rejecting of the water shipped in the process, gave much satisfaction to the spectators. The boats will forthwith be sent to their stations on the coast at Eastbourne, Pembrey, near Llanelly, and Arklow, in Ireland. It was somewhat interesting to observe the names of the boats, two of them are called after departed relatives of their donors, and the other boat is called the 'City of Bath,' its cost having been collected in that city. The National Life-boat Institution has now 125 life-boats under its management, and hardly a storm passes when some of them are not engaged in saving life. Altogether, nearly 14,000 lives have been saved by the Institution's life-boats and other means, for which the Institution has granted

rewards since its formation. The trials altogether were most interesting, and the Duke of Somerset, before leaving, expressed his thanks to the Committee of the Life-boat Institution for the care which they had bestowed in perfecting the boats which were tried.

A YACHTING CRUIZE IN THE BALTIC.

[We extract the following from a work, by R. S. Graves, Esq., Commodore of the R.M.Y.C., reviewed by us in June last, and all yachtsmen should possess this excellent addition to our yacht literature.—*Ed. H.Y.M.*]

ON Sunday morning the pilot reported, at daylight, that the weather looked unsettled, with glass falling, and wind ahead; under such circumstances, there was no advantage in leaving, and, as we preferred spending Sunday quietly in harbour, we decided to postpone our departure till night. We kept our boats up, to prevent the crew wishing to go ashore; had Divine service in the cabin, and remained on board; towards evening the wind had increased, and we abandoned all idea of leaving.

Through the whole of Monday it blew a heavy gale, during the continuance of which we visited several objects of interest in the neighbourhood of the city, that we had not before seen.

At daylight, on the 22nd of July, the pilot reported the weather still unsettled: after breakfast it gave tokens of clearing, and, the wind being favourable, the order to weigh was given. A small steamer quickly towed us clear of the numerous craft in the inner roads, and at ten o'clock we were running through the shipping in the outer roads, under a trysail and double-reefed staysail. We had intended visiting, on the way, the Island of Moen, lying S. W. of Copenhagen, for the purpose of seeing some friends; but the sea was too high for anchoring close to the shore, and there being no harbour on the eastern coast, we pushed on for Bornholm, and had heavy weather rounding the Falsterbø Light-ship, which we accomplished at twenty minutes past one p.m.; but afterwards we got a free sheet, and made easy work of it. By ten o'clock at night we were off the Bornholm, or Hammer Light, ninety-three knots from Copenhagen; but the wind was on shore, and the pilot did not think it safe to enter the harbour till daylight; and as there was a heavy sea on, we resolved to run on to Gothland rather than spend a night tossing about outside; accordingly, we took in the trysail, and ran under reefed squaresail and foressail; there was not much comfort below, owing to the lively motion: the weather continued very cold and unsettled.

On Wednesday the sea was smoother, and the wind still fair; we

enjoyed the deck thoroughly ; tried fishing, but without success, and our speed was too great for dredging ; there were many ships in company, but we rapidly passed them all.

At two o'clock we sighted the island of Oland ; at nine we were off the island of Carlsö, on the west side of Gothland, and hoped to reach Wisby before dark ; the wind, however, moderated, and we put the *Ierne* under small canvas, so as to make that port by daylight. During the night we experienced a heavy rolling sea, which made sleep difficult, and at five o'clock we went on deck. It was a lovely morning ; we were lying to, waiting for a pilot ; the town was about three miles distant ; and the unclouded sun lit up the fine limestone headlands, the beautiful bays stretching on either side, the tiled roofs, the church minarets, the grey wall and watch-towers which surround the town, and the innumerable ruins which lie interspersed about and rise above the variously-coloured houses.

At half-past five o'clock, a man in a little boat was seen rowing off ; he was a pilot ; and at half-past six we rounded the breakwater, which is being built to protect the small harbour of Wisby, and let go our anchor in smooth water. A plentiful supply of milk and herrings, so called (though to us they appeared a mixture of herring and sprat, resembling in size the latter more than the former), a sharp appetite and smooth water enabled us to enjoy our breakfast.

We learned afterwards, at Stockholm, that these dwarfed herrings are called *stromming*, and that they diminish more and more in size, as they are found farther north, so that at the head of the Gulf of Bothnia they resemble sprats rather than herrings. They appear to be the degenerate descendants of the splendid fish that, on the return of every summer, bring wealth and joy to the western coasts of Scotland and Ireland, where

" Each bay

With fry innumerable swarms, in shoals

Of fish, that with their fins and shining scales

Glide under the green wave, in sculls that oft

Bank the mid sea.'

No such surplusage of marine life is found in the Baltic ; and the reasons of its absence are to be found in the great scarcity of food for fish, of which every portion of this cold and brackish sea gives tokens.

When breakfast was over we went on shore, hammers in hand, determined not to leave the island until we had ourselves dug from the limestone rock the fossils first described by Linnæus, which have made

Gothland as famous among geologists, as its churches have made it celebrated among antiquaries.

Our arrival had evidently created some sensation in the town, as we found on landing that a number of the inhabitants were collected on the little pier to see the strangers. One of the gentlemen stepped forward, addressed us in tolerably good English, and politely offered his assistance in delivering our letters of introduction.

Our first call was on the Governor, Landshöfding H. Gyllenram ; our second on Mr. Enequist, one of the principal merchants, and, till recently, British Vice-Consul, by whom we were warmly received ; he spoke excellent English, and gave us much information about the island. A carriage and pair was sent for, and we were soon on our way to Högklint, the headland we had so much admired in the morning, and the highest land in the island, about 400 feet high, our first acquaintance insisting on accompanying us. Our road lay through woods of small pine trees, along a flat plateau, with the bare limestone cropping up on either side, the whole island being similar in character, and having but a few inches of soil scattered over the rock ; the stone is turned to good account, as lime forms, with wood and barley, the chief export of the island ; the wood, however, is small, and suitable only for boards, which are cut by an enterprising Scotchman who has established a saw-mill here, and who ships a couple of cargoes each year to England. About a mile from the headland we dismounted, and walked through the grounds, or rather wood, surrounding the summer residence of the Princess Eugenie, sister of the King of Sweden : it is a most lovely spot, named Fridhem, or Home of Peace ; the house is in the Swiss cottage style, and built on a plateau, surrounded by odoriferous pine groves. The view from it was superb—the sea, hiding its base, lay almost without a ripple as far as the eye could reach, a bay and headland bordering it on the left, a bay and Wisby on the right ; the limestone cliff and sand gave a peculiar white tinting to the sea close to the shore, but far away to the horizon we thought we had never seen so blue a sea. The view from Högklint is still more extensive : the headland is composed of Silurian limestone in horizontal beds, and before returning we hammered out some specimens of various fossil corals, including those described by Linnæus. Our companion, who proved to be a retired merchant, and who held a captain's commission in the militia, insisted on our going down a ladder over the face of the cliff, at the foot of which was a cave hollowed out, called the Getsvåltan, and a favourite place of resort, judging by the number of names cut on the seats and table which were provided for

pic-nics. The goats used formerly to come down to browse on the projection, but were unable to get back until the ladder was put there, hence the name of the spot, "Goats' Hunger." On our stroll back we noticed on the beach the fishing boats' anchors, made of forked pine branches, with a stone lashed to the shank; which, with the round perforated stones for sinkers on the nets, and the rude harpoons for seals, betokened a very primitive state of art: indeed, Mr. Euequist told us it is only within the last few years that iron ploughs have been introduced.

On returning through the grounds of Fridhem, we passed near a summer-house, in which a lady and gentleman were seated, enjoying the beautiful sunshine of the summer day of Gothland. Captain B. informed us that these were the Princess Eugenie and her brother, Prince Augustus; we would have retired, but our companion pressed on boldly past the summer-house, raising his hat in salutation, an example which we quickly followed, although we felt somewhat like intruders; our salutation was acknowledged by the Princess, who bowed politely, and evidently felt for our English embarrassment. On the way back to Wisby, Captain B. set us at rest on the point of etiquette, by assuring us that such was the custom of the country; and gave us the following interesting account of the Prince and Princess, who frequently make Gothland their summer residence, where they are beloved by the simple-minded inhabitants of the island.

Prince Augustus, the fourth brother of the King of Sweden, is a good-natured, amiable man, with much taste for music, and lives on his estate near Stockholm, called "Christineberg," which he farms himself; he leads a bachelor's life, keeps a hospitable house, and has many personal friends; he is a major-general in the Swedish and in the Norwegian army, and, as Duke of Dalecarlia, is colonel of the 13th regiment of the line, that being a Dalecarlian regiment.

Princess Eugenie, whose beautiful villa at Högklint in the island of Gothland we had just seen, is a very gifted woman; besides being an excellent musician and painter in water colours, she is a very good modeller in terra cotta; there are many beautiful groups in the possession of the royal family modelled by her hands; and, but for her very delicate health, she would, no doubt, have become a sculptress. She spends a great part of the year at her villa in Gothland, which she has named Fridhem, or Home of Peace.

On our road back we visited a large farm-house and yard; and, if the splendid range of cow-houses which we saw be a fair sample of the

out offices in the island generally, farming cannot now be considered in in a backward or primitive condition.

By noon we had reached the town, and took leave of our kind guide, whom, from the difficulty of remembering his Swedish name, and from his resemblance to some old friends in the Artillery at Woolwich, we had named Captain Bloke.

We selected four of the principal churches built in the eleventh and twelfth centuries for examination, and were much surprised at their extent, fine proportions, rich architecture, and good state of preservation : the stone of which they are built is Silurian limestone, and is of so hard a nature, that the edifices seem likely still to mark for centuries what Wisby must once have been. Eighteen such churches are now to be seen ; each guild or portion of the community having, in the old times, had its church, that of the Merchants being, perhaps, the finest.

This church, called after *St. Nicholas*, was built in 1097, by the Merchants and Seamen ; it is 100 ells* in length, by $33\frac{1}{2}$ in breadth, and is built entirely of cut stone. It affords a magnificent example of the transition style. In the portals, in the smaller windows, and in the greater part of the western half of the church, the round arch style prevails ; in the choir, on the contrary, and the parts immediately adjoining, the purest Gothic pointed arch style, of the oldest kind. The arches of the middle passage rest on ten quadrangular pillars, which at the walls have corresponding half pilasters for supporting the arches of the side passages. On one of the pillars is cut, in a raised shield, "*Jacob Charra, tv*" possibly the architect's name and monogram. The building is lighted by twenty-two windows of various sizes ; one of them, over one of the southern portals, is round, and the rosette, carved from a single stone, fills the whole window. The choir is lighted by five windows, forty-five feet in height, between which, on the inside, are fine half columns, with capitals of foliage, and on the outside are buttresses of polished stone. The church has three great entrances ; the doorway of the largest originally consisted of twelve polished marble pillars, but these are broken away, and only the bases and the finely wrought capitals remain ; upon the latter rest a half-circular marble stone, in which images of St. Nicolaus and St. Augustine are carved. By a spiral staircase in the northern side wall we reached the roof wall of the church.

In the western gable two large rosettes are formed in the outer wall, and shown in our plate, in the centre of which two carbuncles are said to have been set. The Saga mentions that these precious stones were

*The Swedish ell = about two English feet.

considered so valuable, that by day they were guarded by twice twelve men, and by night no one ventured at the risk of his life to approach the place ; and that they lighted sailors in the dark. King Waldemar is said to have carried them off in 1361, but the ship in which they were being conveyed sank at the Carlsö Islands. We made many inquiries respecting these famous carbuncles of India, which seemed to have combined the uses of religion and trade, and to have thus served the double purpose, of illustrating the costly piety of the Wisby merchants, and of saving them the expense of a light-house for their valuable ships. The old chronicle thus records their value, and the sensation which their loss produced :—" Their equals were not to be found in the whole earth ; they lighted the night as the sun does the day, and greatly the people mourned their loss."

If any of our readers should feel disposed to doubt the truthfulness of the tradition respecting the carbuncles of St. Nicolaus, at Wisby, we must refer him to the eighth book of Ælian's " History of Animals," where he will find it recorded that a stork, whose broken leg had been successfully set by a woman of Heraclea, afterwards rewarded his benefactress, by dropping into her bosom, as he flew by, a large carbuncle, which served to light for her the darkness of night, better than any lamp in her house.

To the church of St. Nicolaus belonged a Dominican monastery, whose privileges were as old as those of the most ancient monasteries in Sweden. The church and monastery were burned in 1509, when the people of Lübeck ravaged the northern part of the town, and the monastery was completely destroyed. The churchyard is now a beautiful garden, yielding walnuts, mulberries, and grapes.

The next building that we visited was the Helig-Ands-Kyrkan, or, Church of the Holy Ghost, of cut stone ; one of the smallest and oldest in Wisby, but most admired by architects—built in the year 1046. With respect to both the ground-plan and the arches, this structure belongs to the oldest Byzantine style. The church itself is octangular, and consists of two stories, forming a double church. The choir, which was common to both stories, is thirty-two feet in length by twenty-five in breadth, and the whole church is eighty-four feet long. The arch of the lower story is supported by four octangular pillars, fourteen feet high. In the centre of the arch is a large octangular opening, surrounded by polished stones, through which a view of the choir is obtained from above. The partially remaining arch of the upper story is supported by round pillars, ten feet in height ; to this two flights of stairs lead up.

What was the meaning of this double church? Perhaps the holy sisters, in the upper story, attended divine service unseen, and through the opening in the arch participated in the masses and incense of the monks below.*

From the arch of the upper story there is a glorious view of the town, its walls and ruins, and of the sea beyond. It is not known with certainty whether the church was burnt in 1509, when the Lübeckians set fire to the northern part of the town, or in 1610, when the hospital was reduced to ashes.

The Hospital for Lunatics is situated on the grounds, and occupies part of the buildings, formerly attached to this church. As we walked through the grounds of the hospital to reach the church, we were offered for sale, by a mild-looking patient, a bundle of waste papers, rolled in the manner of an ancient papyrus; these he assured us were MSS. of inestimable value. We could not help thinking, as we declined to purchase, that the very delusions of the lunatics seemed to partake of the old world character of this curious town.

St. Catharina, of the interior of which we give a plate, was built in 1160. Exclusively of the portal, it is ninety-two ells long, and thirty-one ells wide. It belonged to the Franciscan order, who had a monastery near it. It is the only church in Wisby which has been built in the almost purely Gothic style. Two rows of fine octangular pillars, six in each row, supported the roof, which has long since fallen, and only the light arches still remain. The choir, which seems to have been built more recently than the church itself, is in the Gothic style, with seven high windows, separated on the outside by buttresses of polished stone. The church has had three entrances; and the doorway of the vestibule, the roof of which remains, is on the western side. On the southern side is a large, arched crypt, having above it a sacristy, into which a flight of stairs leads from the church. Beneath the green grass carpet, which now covers the floor of the church, are vaulted and intricate passages, which are, however, now inaccessible. The mouldings of the windows, the capitals of the pillars, and the cornices of the choir, as well as the doorway of the sacristy on the northern side, are especially deserving of admiration. Over the western arch a clock-tower was raised in 1605.

* Helig-Anda-Kyrkan was built long before the separation of monks and nuns, which did not take place, by order of the Pope, until the fourteenth century.

NEW MODE OF STEERING SHIPS.

THE "long shore" residents of the banks of the Thames as well as the denizens of the mass of vessels always anchored between Limehouse and Woolwich, must have been for some time past speculating upon the eccentric gyrations of one of her Majesty's gunboats, apparently indulging in a series of eccentricities very unbecoming in a craft devoted to the serious purposes of warfare.

The vessel thus speculated upon is no other than her Majesty's vessel *Charger*, of 60-horse power, which has been fitted by the well-known firm of Young, Son, and Magnay, of Limehouse, with a marvel of ingenuity in the shape of a screw, which will steer as well as propel the vessel, and which, bringing the whole power of the engines to effect the manœuvring of the vessel, her movements are correspondingly rapid, even to spinning upon her own centre, and thus, as it were, waltzing up and down the river.

Admiral Sir Edward Belcher and a few gentlemen connected with the English mercantile navy, having been invited to witness a trial of the invention, the *Charger* proceeded down to Long-reach, to test the new screw.

The peculiarity of the screw is that a universal joint is placed within the hollow boss of the screw, which is thereby connected with the main shaft, the centre of gravity of the screw and the centre line of the rudder intersecting the centre line of the main shaft, so that the entire weight of the screw is borne by the shaft, and by means of a tail or spindle to the screw projecting from the boss working in the rudder, or an iron carrier in lieu of rudder, whatever may be the movement of the tiller or wheel, it communicates an equal movement to the screw, which becomes not only the propelling but also the guiding power of the ship, as before mentioned. A series of most interesting experiments were performed to test the power of the screw in twisting the vessel into every imaginable position, the result being equivocally satisfactory, and clearly demonstrating that it is no longer needful to apply double screws, hydraulic steering apparatus, or add any other extra complications to the machinery of a steamer, when by a wave of her own screw her motion can be directed and controlled at will. Revolving turrets will become obsolete if our present colossal screw line-of-battle ships can, by the application of this truly original contrivance, be made to revolve upon their centres, and deliver their entire broadsides alternately as fast as the guns can be loaded, and in as short a time as the cumbersome turret with its single gun can be revolved and trained to the required position.

The invention appears to have attracted the serious attention of the Admiralty, as is evinced by the grant of the gun-boat for the experiment, and we therefore hope to see the extensive adoption of this screw in the navy, for it may prove as valuable as an increase in the power of our guns, if it will render the vessels capable of being manœuvred with such rapidity.

Admiral Belcher expressed his satisfaction at the prospect of one of the great questions of the day being solved in so simple a manner, and appeared highly pleased at the result of the experiment.

The steering screw is the invention of Mr. W. J. Curtis, C.E., and the trial screw applied to the Charger was constructed by Messrs. J. and A. Blyth, of Fore-street, Limehouse.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

A Meeting of this Institution was held on the 6th November, at its house, John-street, Adelphi, Thomas Chapman, Esq., F.R.S., V.P., in the chair. There were also present Captain Sir E. Perrot, Bart., Admiral Sir W. Bowles, K.C.B., Montague Gore, Esq., Admiral Bullock, Alexander Bote-feur, Esq., Captain De St. Croix; W. H. Harton, Esq., Admiral Gordon; John Griffith, Esq.; Captain J. R. Ward, R.N., inspector of life-boats to the Institution, and Richard Lewis, Esq., the Secretary.

Payments amounting to £30 were voted to the crew of the Fleetwood life-boat, in admiration of their noble conduct on two occasions—first, in rescuing, on the night of the 29th October, during a terrific gale of wind, the crew of four men from the schooner Northern Lights, of Preston, which had struck on one of the outlying sandbanks in the vicinity of Fleetwood. The life-boat had been towed out by the steam-tug Wyre, and when near the wreck the boat was cast adrift. She at once lost sight of the wreck; but the cries of the poor men were fortunately heard, even above the howling of the storm, and the big waves which were ready to engulf them. However, after much skilful manœuvring, the wreck was at last reached, and her crew snatched from a watery grave, amidst the hearty cheers of the life-boat's crew, who afterwards safely brought them on shore.

On the following night of the 30th October, this same valuable life-boat again went out in tow of the same steam-tug, in reply to signals of distress from the ship Lillias, of St John's, New Brunswick, which had also struck on a sandbank, off Fleetwood, but this time her services were of no avail the crew of the ship having been rescued by two steamers.

A payment of £13 was also made to the crew of the Southport life-boat Institution, in acknowledgment of their intrepid conduct in rescuing, on the night of the 31st October, during a hurricane, the crew of 17 men of the Norwegian barque Tamworth, of Skien, which had struck and afterwards became totally wrecked on Trunk Hill Sand, about five miles from Southport. This was another gallant rescue, the captain of the ship expressing his admiration of it, and stating that he and his crew must have met with a watery grave but for the services of the life-boat. The life-boat after leaving the vessel was filled by a heavy sea, but she instantly cleared herself of the same. These poor foreigners, when they return to their own country are often lost in admiration of the means provided on the English coast to save

their lives in case of shipwreck, and contributions are sometimes received from them by the National Life-boat Institution as an acknowledgment of their gratitude.

Rewards amounting to £33 were also voted to the crews of the life-boats of the Institution stationed at Dundalk, Drogheda, Campbelton, Frazerburgh, and Tramore, for rescuing during recent heavy gales the following shipwrecked persons —Four from the schooner *Arion*, of Workington four from the schooner *Gipsy*, of Drogheda ; seven from the barque *Providence*, of Dantzic, one from the smack *Saucy Jack*, of Inverness ; and one from the brig *Marietta*, of Lisbon ;—making a total of 207 lives by the life-boats of the Institution during the current year, and a grand total of nearly 1400 lives saved by the Institution's life-boats, or by special exertions, for which it has granted rewards since its commencement. While performing these noble services, some of which were accomplished during the dark hours of night, the life-boats in every instance were reported to have behaved admirably, and it was said that their gallant crews never flinched for a moment under the most perilous circumstances. Sometimes, indeed, the men's situations were truly awful. Lost in the darkness of the night, and the sea rolling mountains high, the danger of these life-boatmen, many of whom they had left behind them, (on quitting their beds to pursue their mission of mercy,) wives and children can be better imagined than described. But this is some of the kind of work, be he high or low, in which an Englishman has ever delighted to perform noble feats of daring, and the life-boat work develops it in its grandest form.

Rewards to the amount of £20 were also granted to the life-boats of the Institution of Holyhead, Rye, Buddoness, (Dundee), and Walmer, for assisting to bring safely into port the Italian brig *Camogliano* ; schooner *Sir Colin Campbell*, of Whitby ; schooner *Giula*, of Palermo ; and the Ketch *Snip*, of Amsterdam, with their crews. These vessels must have gone to pieces in the absence of the services of the life-boats. The Institution's life-boats at Seaton Carew, Rhyl, Kingstown, Siloth, Fleetwood, Holyhead, New Brighton, Penarth, Kingagate, and Cemlyn, had also gone off in reply to signals of distress, with the view of saving life, but the vessels had subsequently got out of danger, or their crews had been rescued by other means. For these services £70 were voted by the Institution.

A reward was also granted to two coastguard-men at Southerness, near Dumfries, in testimony of their bravery in rushing into the surf and rescuing ten men from a boat belonging to the brig *Antigua Packet*, of Liverpool, which, during a gale of wind, had become a total wreck, through the misconduct of the master, at the entrance to the Solway Frith. The brig's boat had drifted on to the Scotch coast on the other side of the channel.

Various other rewards were likewise voted to the crews of shore-boats, for their laudable exertions in saving life from wrecks on our coasts.

Captain Ward, R.N., the inspector of life-boats of the National Life-boat Institution, read a report on his recent visit to the life-boats of the Institution, from Berwick-on Tweed to the Humber. He found the boats everywhere

in excellent order, possessing the confidence of their crews, and reflecting much credit on the superintendence of the local committees, who everywhere work so cordially with the Life-boat Institution. New life-boats had been sent during the past month by the Institution to Teignmouth, Devon, and to Swansea. Captain D. Robertson, R.N., the assistant-inspector of the Institution's life-boats, had accompanied them to their stations. These boats had, as usual, been conveyed free, by the permission of the directors over the Great Western and the other connecting lines of railway.

It was reported that an eminent Parsee mercantile firm in the City of London had recently presented to the Institution the sum of £2,000 to establish a life-boat on the English coast, and to permanently keep it up. The committee expressed their highest appreciation of the munificent gift, and decided on calling the new life-boat "The Parsee."

A communication was read from the Controller of the Royal Navy, stating that it was proposed to supply all vessels-of-war with a life-boat, in lieu of one of the boats usually carried, and asking the Institution for all the information in its power on the subject of ships' life-boats.

A letter was also read from the Rev. E. Hewlett, rector of St. Paul's Manchester, stating that he was establishing an association in connection with his church on behalf of the Institution, in order that they might raise the cost of a life-boat. Lady Maxwell, of Monteith, R.N., had sent the Institution a kind contribution of £2 2s., which had been put in a contribution box placed on behalf of the Institution in the entrance hall of her mansion.

Payments amounting to £1,100 were ordered to be made on various life-boat establishments. The committee gave instructions for the sale of some of the funded capital of the Institution to meet the heavy demands on the Institution, and the proceedings then terminated.

On Thursday the 3rd December, a meeting of this Institution was held at its house, John-street, Adelphi; Thomas Chapman, Esq., F.R.S., V.P., in the chair. There were also present Captain Sir E. Perrott, Bart., Admiral Gordon, George Lyall, Esq., M.P., Montague Gore, Esq., Admiral Bullock, W. H. Harton, Esq., John Griffiths, Esq., and Richard Lewis, Esq., secretary of the Institution.

A reward of £4 was given to the crew of the St. Ives life-boat for saving seven pilots, who, while entering the harbour of that place during a strong gale of wind on the 11th November, were in a very dangerous position. The life-boat had gone out in the first instance in reply to signals of distress from the brig Benjamin Boyd, of Bristol. On reaching her, however, the services of the life-boat were not required. Thus it sometimes happens that a life-boat remains by a ship for hours together, and finds ultimately that its services are not required.

It was reported that the new life-boat which the National Life-boat Institution had just sent to Filey, near York, and which was publicly launched there on the 26th November, in the presence of her benevolent donors, the Lord Mayor and Lady Mayoress of York, had done some noble service early

on the morning of the 1st December, in rescuing, during a strong gale and heavy sea, two poor fishermen from an inevitable death. The expense of the service was £3 6s.

A reward of £12 was also voted to the crew of the Hauxley life-boat for going off and rescuing on the night of the 26th of November, the crew of five men of the schooner Theophilus, of Aberdeen, which, during stormy weather, had got on the rocks on the Northumberland coast. Some fishing cobbles had previously attempted, without success, to reach the wreck. This valuable life-boat, and four others of a similar class, were placed some years ago on the Northumberland coast by the present Duke of Northumberland, president of the National Life-boat Institution. Since that period these life-boats have rescued 86 shipwrecked persons.

Rewards amounting to £15 were also voted to the crews of the Tyne-mouth and Blakeney life-boats for going off in reply to signals of distress, but their services were not subsequently needed.

A reward of £4 was likewise granted to a crew of Northumberland fishermen for going off and bringing on shore, from the Prussian sloop Maria, seven men belonging to the schooner Henrich, of Stralsund, which during the fearful storm of the 1st November, had sunk in the North Sea. After four hours and a half (wrote the Rev. F. R. Simpson, of North Sunderland,) the crew of the sloop Maria succeeded in getting the men off the Henrich, hauling them through the sea at great risk and danger to their own lives. They were kept on board from the 1st to the 7th ult., having been reduced with their salvers, to an allowance of two biscuits daily.

A reward of £1 was voted to a young man named John Kirwan, and £2 5s. to some other men, in testimony of their gallant exertions in rescuing, at great risk of life, ten men from the Greek brig Marietta from Lisbon to Cardiff, which was wrecked during the late terrific gale near Tramore, on the Irish coast. The crew ten in number, were seen on the top of a rock fully one hundred feet high. The sea was frightful at the time, washing completely over the vessel. It appears that during the night, and when the vessel was found to be breaking up, one of the crew leaped into the surf with a rope round his body, and fortunately, as the distance was not far, he succeeded in reaching the rock above alluded to, and in climbing to the top of it—a feat that one would think next to impossible. He then pulled a heavy rope from the vessel, and tied it round the rock, and by these means the crew got on to the rock, in safety. The next matter was to get them to the shore, and this was done by the men dropping a line over the cliff. The people on shore then with the aid of ropes, climbed up the rock, and rendered assistance to the poor fellows, and in a few hours nine of the men were landed in safety. One man then remained who could not descend, as his arm was so severely hurt that he could not use it. A life-boat of the National Life-boat Institution was fortunately within three miles of the wreck. She was speedily brought round by her crew, who pulled her through the heavy surf in good style, and in a short time reached the spot. Kirwan then ascended the rock and placed a rope round the injured man's

body, and assisted to lower him. The man then plunged into the sea, and the crew of the life-boat picked him up, and landed him at the Cove.

During the late gales sixty-four foreign shipwrecked sailors were saved from a watery grave by the life-boats of this Institution, and by other means for which it had granted rewards. The names of the vessels and the numbers of their crews are as follows:—Barque Tamworth of Nien, 16; Greek brig Marietta, 10; schooner Giulia, of Palermo, 10; barque Providence of Dantzic, 7; schooner Henrich of Stralsund, 7; ketch Snip of Amsterdam, 5; and Italian brig Camogliano, 8 men.

Various other rewards were also voted for saving life from shipwreck during the late gales. It was reported that the Duke of Somerset, and other Lords of the Admiralty, had witnessed, on the invitation of the Institution, some interesting trials in the Regent's Canal Dock, Limehouse, with two new ships' lifeboats. Their lordships were much pleased with the same, and had since decided to build one or two specimen lifeboats, which, if approved of, would be supplied to the Royal Navy.

During the past month the institution had sent new life-boats to Pembrey and Eastbourne, and to Arklow on the Irish coast. The Great Western Railway Company had given, as usual, a free conveyance over their line to the Pembrey and Arklow life-boats. The latter will be sailed across from Milford Haven to her station, in company with a revenue cruiser. The cost of the Pembrey life-boat had been collected in Bath, and the boat is named the City of Bath. The London, Brighton, and South Coast Railway Company had kindly conveyed the Eastbourne life-boat to her station free of charge.

Payments amounting to upwards of 1,200*l.* were ordered to be made on various lifeboat establishments of the Institution, and 500*l.* stock were again this month ordered to be sold from its small funded capital to meet in part these heavy expenses. The Committee of the Institution are therefore earnestly appealing for benefactions and annual subscriptions to help them to meet the large and increasing expenses of the Society's 125 lifeboat stations. Mr. Robert Whitworth transmitted to the Institution a contribution of 250*l.* collected by himself and other friends of the Society at a public meeting held lately at Manchester, to pay the cost of a new life-boat. The Committee decided to station the boat at Bridlington, on the Yorkshire coast.

It was stated that the officers and friends of the 1st Middlesex Engineer Volunteers had kindly promised to give an amateur performance on the 17th, of December at St. James's Theatre, in aid of the funds.

Two concerts had also recently been given at Deacon's Concert Rooms, Sadler's Wells, with the view of raising the cost of a life-boat, to be called "The Sir Hugh Myddleton."

The Rev. R. Sutton, of Rye, Sussex, and the Rev. W. Finch, of St. Peter's Church, De Beauvoir Town, had likewise sent to the Institution part of the collections made at their churches in thank offerings for the abundant harvest. The proceedings then terminated.

THE LATE STORMS—Thomas Baring, Esq., M.P., Chairman, and Thomas

Chapman, Esq., deputy chairman, have issued the following appeal on behalf of the National Life-boat Institution. In consequence of the liberality of the public, the Institution has been enabled during the past twelve years to increase the number of its Life-boat Stations from Twelve to One Hundred and Twenty-five, so it may now be truly said, that a Life-boat is to be found on every dangerous point of our coast, where a sufficient number of men is located to work it. But this very extended field of the operations of the Institution has necessarily involved a large and increasing expenditure, not only in maintaining its great fleet of life-boats, but also in rewarding the gallant men who are ever ready to man them. But the Institution does more than reward the men who go into its own boats, it also grants liberal payments to persons who, either in their own boats or by any other means, are instrumental in rescuing the shipwrecked sailors. Thus it is that between 600 and 700 wrecked persons are now saved every year by the life-boats of the Institution and other means, for which services it grants rewards. The perusal of the reports of the dreadful effects of so many daring services of our life-boats, which saved on the 3rd, and 4th Dec. One hundred and twenty-five poor fellows from a watery grave cannot fail to excite the sympathy of every one. We will only add, that Contributions are received for the Life-boat Institution by all the London and Country Bankers, and by its Secretary, Mr. Richard Lewis, at 14, John Street, Adelphi, London.

The following is a list of the noble services rendered by the boats of the National Life-boat Institution during the late fearful gales:—Barque *Ina* of North Shields, 14 men saved; ship *David White Clinton* of New York, 8; fishing-boat of *Tenby*, 3; schooner *Margaret and Jane* of Dublin, 5; barque *Duke of Northumberland*, 18; fishing boat of *Filey*, 2; schooner *Economy* of *Portmadoc*, saved vessel and crew of 5; lugger *Vigilant* of *Peel*, saved vessel and crew of 4; ship *Jupiter* of *London*, 8; schooner *Maria* of *Alnwich*, 4; schooner *Harry Russell* of *Glasgow*, saved vessel and crew of 6; schooner *L'Esperence* of *Nantes*, 2; schooner *Elizabeth* of *Whitehaven*, 4; barque *Elizabeth Morrow* of *Glasgow*, 19; barque *Confidence* of *Liverpool*, 23—Total 125. Making a grand total of 352 lives saved by the lifeboats of the Institution during the present year alone.

Besides these services, the lifeboats of the Society at *Walmer*, *Eastbourne*, *Aberystwith*, *Budehaven*, *Southport*, *St. Ives*, *Lytham* and *Fishguard* put off on Thursday and Friday Dec. 3rd and 4th, in replies to signals of distress with the view of saving life from various vessels, but happily they were not required. These services are often attended with as much danger as when the lifeboat brings a shipwrecked crew ashore, the gallant men who man the boats oftentimes being thoroughly exhausted. Indeed in the case of the *Walmer* lifeboat the crew were out 11 hours, and returned home nearly perished with cold. Altogether nearly 14,000 lives have been saved from various wrecks since the first establishment of the Lifeboat Institution, for which it has granted rewards. A boat, of its great life-saving fleet, now

numbering 125 boats, is found on nearly every dangerous point of our coast where they can be efficiently worked. As each lifeboat requires about £50 a year to keep it up effectively, it will at once be seen that a large annual sum is indispensable to the Institution's continued progress in its good work.

Editor's Locker.

SHIFTING BALLAST.

November 11th, 1863.

MR. EDITOR :—As you have letters from "Seaweed," White with Red Cross" and a "Racing Man," please insert the following :—

Seaweed begins his letter by ascribing to me a doubt (as shown by my letter of the 2nd August last), of the success of the rule, which was adopted by so many of the royal yacht clubs last season—viz, "That no yacht having on board any shot bags or any other kind of ballast or weights for the purpose of trimming her to windward, should be allowed to sail for a prize given by them." I beg in reply, to assure him that I have not the slightest doubt that the rule was entirely successful, and fully answered its intended purpose wherever it was properly carried out, and that it is not the fault of a rule, or its framers, if, as he insinuates, and as "A Racing Man" boldly affirms, regatta committees after adopting it, allowed themselves to be hood-winked, and permitted vessels to sail which had such ballast on board. I, however, join issue with them, directly on the fact, and believe and assert that at the regattas of the clubs who adopted the rule, very few, if any, of the contending vessels had shot bags or trimmers on board, and to show the reason for this opinion, I must go somewhat into detail. The royal yacht clubs which did so were in order of dates, the Royal London, Thames, Western of Ireland, Mersey, Northern, Irish and Cork, and, I may add, the four races for the Dublin Bay Subscription Cup, and the four matches of the Irish Model Yacht Club, as sailed under its provisions, and to these alone any remarks on its success, or the reverse, are applicable. As to the two first, I was not present at any of their matches ; but inasmuch as it was an old rule of both "that ballast should not be shifted," and each vessel was duly *searched* and sealed down before starting, under the superintendence of sailing committees, composed of the sharpest and most experienced cutter-sailers afloat, I cannot believe, without any evidence, that the yachts in these matches had any appreciable quantity of the contraband article on board, and if not on board, I need not say it was not shifted. As to the five regattas in St. George's Channel, in the first place the weather at Queens-town, Clyde, Dublin, and the first day at Cork, was so light, that all the vessels could carry the largest sails they had without any trimming, and, therefore, could have had no object in doing so, whether the rule existed or not ; and in the second place, at all these ports, and also at the Mersey

besides inspection by the acting officer of the club, or a person appointed by him, a solemn declaration was signed before starting by each owner that no such ballast was on board his vessel; and at most of them the same declaration was countersigned by the owner and skipper of the winning yacht before receiving the prize, and I think in the teeth of these precautions that mere random accusations of a breach of the rule should not be made wholesale in newspapers, as they tend to upset the honourable feeling and confidence in each other which should distinguish gentlemen engaged in a manly rivalry. I myself sailed both days at Dublin, and the first at Cork in the Surf, and can declare that I never saw a shot bag, properly so called, or one ounce of shifting ballast on board her, nor was a pig stirred, or could have been without my knowledge. The second day at Cork I was on board the Thought, which was open from stem to stern, having no main hatch on, and although there was a stiff breeze blowing not one pin's worth was stirred, nor when the Surf and Vindex set jib-headed topsails, did she shift her large square one, or take a bucket full of water on her deck, and her owner, skipper, mate and crew all declared that her shot had all been run into pigs, and that nothing had been shifted to windward in her any race that season. I had no opportunity of seeing the Vindex or Phryne while racing, so leave their owners to fight their own battles, but I was constantly on board and alongside during the season, and in the races for the Dublin Bay Subscription Cup, and those of the Irish Model Yacht Club, of the Echo, Glide, Banba, Magnet, and Pet, and can fearlessly assert that in none of these boats, all winners (except the last), were there any shot bags or their equivalent, and in the Glide, the 14-tonner evidently alluded to in "Seaweed's" letter, there is not even a pound of lead ballast of any kind. "Seaweed" is, I think too, rather unfortunate in the examples he puts forward, and from which he draws the conclusion "that shifting ballast has not been abolished," as it is plain he alludes to Stranraer Regatta, sailed on the 16th October, and to the races between Æolus, 40, and Phryne, a 56, not 45 ton cutter, and the Glide, 14, and Banba, 24; and every yachtsman knows that the Phryne and Glide would out carry the other vessels in any weather, whether ballast was shifted or not, the larger having been built when the practice was in full swing, and both of them, up to the present season, having shifted to the fullest extent in all their races while it was allowed. It is very easy when a vessel stands up well to her canvas for rivals and lookers-on to cry out, "Oh, she is shifting ballast," but it should not be forgotten that now-a-days racing boats are built so deep, and have such a mass of lead or iron on their keels and run into their bottoms, that in smooth water they stand up under a much greater pressure of canvas than used to be thought possible, and that therefore rumours and insinuations about breaking rules should not be set afloat without proof merely on this account. As to the small entries put forward by "Seaweed" as a proof that the rule was a total failure, he cannot surely think that it had anything to do with preventing owners trying their luck, the fact being that the advent of three such clippers as the Phryne, Vindex, and Surf, all built ex-

pressly to race, and sailed by such skippers as John Downes and Tim Walker, in the first class, and the well-known Thought, with Barr at her tiller, in the second, naturally frightened away ordinary craft, and I challenge him to name any yacht at or near these ports which would have had a chance of repaying her owner the entrance fees, extra wages, and other expenses which racing entails, and may add, that, if any boat was hardly used by the rule, it was the Surf, as she was built quite with the view of trimming. I trust that these facts may remove some doubts from the minds of the gentlemen who think that there was wholesale robbery, for I can call it nothing else, going on this season; and that they will join in endeavouring next year either to get all rules against ballast trimming universally done away with, and every man left to do as he likes; or a rule generally adopted which, I contend, if carried out, and it can easily be, will effectually prevent the practice, and owners will support, if only for their pocket's sake, and which has had but a short and not very fair trial, especially as it depends so much for its effect being universal. One word to "A Racing Man," and I have done. He surely must be aware that the plan for stopping shifting ballast adopted by the R.Y.S., and which he lauds so highly, has been tried over and over again, and has been found to work worse than almost any other, and to give the least satisfaction. I need not now go into the objections to it, they are obvious; but I must say that if I, as an owner, were required to sign a declaration that no ballast had been shifted on board my vessel during a race, I should greatly object, nay, totally decline, to have a common seaman from another yacht sent on board to see that I kept my word.

RED WITH WHITE MALTESE CROSS.

November 12th, 1863.

MR. EDITOR:—Great is the difference of opinion respecting the successful working of the rule against shifting ballast, and various have been the measures both suggested and tried for effectually preventing it, but still it is evidently a subject that admits of argument and therefore the evil cannot have been successfully or at any rate satisfactorily cured. My own experience last summer tells me that the majority of yachts did not shift, although I have heard it argued by the beaten owners (our friend "Seaweed," for instance), and their friends, that there was to a moral certainty foul play in the winning boat. In fact to hear a race discussed after it had been sailed, an uninitiated individual would imagine the victorious yacht was the only boat that shifted, and that all the others had sailed on strictly honourable principles, and, in truth, had sacrificed the race to their sense of justice and fairness. A declaration does not satisfy the members of the beaten division nor yet an examination by the club officers. What is to be done? The evil must be eradicated if possible. A step has been taken in the right direction (thanks to "Maltese Cross"), but I should like to see a good leap and rush at the enemy, and when we have the bull by the horns, to hold him. Limiting hands has proved a complete failure: it won't prevent ballast being shifted, and therefore makes racing dangerous: at any rate it would

not be very pleasant to be caught in a short-handed boat with a lot of ballast to windward, and a cloud of canvas over her ; and as it is said that club officers slur over their examinations, would it not be a good plan to have a custom-house or revenue official to search the vessels the morning of the race, and the owner of any yacht found with shot bags on board to be fined £10 for every cwt. of shot so found ; all fines to go to the searcher, and the owner to be prohibited from ever sailing again in a match at that regatta. None could be offended, as all would have equally to submit to the same search. Yacht racing in the first class has now become an enormously expensive luxury ; £40 to £50, per ton being no uncommon price to pay for a new yacht, and as no other appears to be of any use, a man, if he want to go first flight, must build every year; so in the name of justice let something decided be done to give the owners some fair play for their money. They may have had it last summer, but did not appear perfectly satisfied on the subject.

Yours, &c,

BLUN.

Paris, November 12th, 1863.

MR. EDITOR :—I do not intend entering into a description of the yacht races of this season, but will leave that to the practised pen of "Vanderdecken" and others, who are far more able to do justice to the subject. There are, however, matters of great importance, to which I wish to call the attention of the yachting world, and I trust you will kindly allow me to do so, as on former occasions, through the medium of your widely circulated paper. Several things there are which I am anxious to bring before the notice of yachtsmen. The first refers to time for tonnage. This season it has been proved beyond the shadow of a doubt that a certain time for tonnage must be allowed between yachts. The experiment of sailing without time for tonnage was tried in the schooner matches of the Royal Thames Yacht Club, and the result was what any would expect, viz., that the larger vessels would win, which they did, and easily. The First Class Prize was won by the *Albertine*, 166 tons (in spite of a bad start), beating *Galatea*, 143 tons ; *Gloriana*, 134 tons ; and *Albatross*, 110 tons ; by more than the time usually given in the Royal Thames Yacht Club matches. The Second Class Prize was won by the *Intrigue*, also the larger vessel of her class. In the Ocean Matches to Cherbourg and back, the largest vessel also won easily. In the race for the Queen's Cup at Cowes, the powerful vessels all beat those of lesser size with ease. Does not this prove that it is necessary either that vessels should be exactly matched in size, or that they should give each other time according to a fair scale. Now a fairer scale than Ackers' does not exist at present, and still yacht committees persist in reducing it to half, and sometimes to a quarter. At other clubs the committees are all for handicapping, mixing all rigs up indiscriminately, and not content with that, they start the vessels not on the days advertised, but at their own convenience. At a future date I propose to myself, with your kind permission, to send you a few lines expressing my views on the subject of handicapping,

starting, and coming in, &c. Really some order ought to be made, that yacht owners, especially those who race, should not be always at the mercy or the caprices of committees. Under the present system, or rather want of system, no one knows under what conditions he will have to sail his yacht next season, consequently he can neither know how to improve his vessel nor what kind of vessel he should build in order to compete for the prizes. As I have already proposed before, these matters should all be settled either at Christmas time or during the regattas for the next season, and the advertisements should be inserted in *Bell's Life*, in the same way as is done for the horse races. Secondly, comes the shifting ballast question :—Last year (whatever "Seaweed" may say,) saw a great improvement in this respect, and it is to be hoped that next season neither committees nor commodores, even if they give private prizes to be sailed for, will make any exception to the rule. "Red with White Maltese Cross," says, in a very able article on the subject which appeared in *Hunt's Magazine* of September 1863, "he hopes for the future it will be effectually determined either entirely do away with shifting ballast, or to let every one do as he pleases." I should propose that a declaration be signed by every owner that he has no shifting ballast on board ; and that the winning vessel be liable to be examined, if thought necessary ; but I would by no means seal the ballast down, as that would justify a man in attempting to evade the rule, his word being taken for nothing. I would, however, inflict a very heavy penalty on any one found guilty of shifting ballast. In order to avoid misunderstandings it might be distinctly stated that the sails, usual anchors, chains, spars, gear, fittings, and furniture of the yacht could be shifted at pleasure. It is very much to be regretted that the majority of yachtsmen, from the time that they lay up until they fit out again, do not devote a thought to yachting, and consider their yachts as mere playthings, to be forgotten as soon as they are put aside. Unfortunately, this majority includes in its number almost all the most powerful, rich, noble, and, consequently, influential members of the yachting communities, and without whose concurrence it is almost impossible to effect any improvement. I am sorry to see, in an article of Oct. 31, "Red with White Maltese Cross" advocating the reduction of the number of hands, as a means of putting down shifting ballast and balloon sails. Why clip a racer of her wings? Let her carry all the canvas she can by fair means ; the more the better. I have shown above how to put a stop to shifting ballast. What is required is unanimity between the different clubs with regard to racing. As I have urged on former occasions, there should be a jockey club to work out a code by which everything related to racing should be regulated. The commodores and sailing committees would then be relieved of all responsibility, and their only duty would be to see that the rules were properly enforced. In the April number of *Hunt's* of this year there is a very excellent code of rules, to which in a following number I have suggested some alterations and additions ; and as these rules have been drawn up by practical persons, actuated by the sole motive of benefiting the racing yachtsmen, they are, though I say it myself, worthy of the

consideration of a jockey club, and will at any rate make a good basis for laws. I have for my own part, devoted much time, thought, and energy towards the improvement of yacht racing, and I flatter myself that I have gained some experience which I would but too gladly make to benefit the object I have in view. No improvement or change can be obtained without agitation and discussion. A subject to be understood must be well ventilated. By dint of writing about these matters we may, I trust, awaken the interest which is due to them. When once the public interest is roused I do not doubt but, that we shall succeed in effecting the necessary improvements; therefore I say, agitate, agitate.

Yours, &c.,

A YACHT OWNER.

MR. EDITOR.—When one makes known through the medium of your columns his sincere, earnest conviction on any matter concerning sport, and supports it by proof either positive or circumstantial, he has surely the right to expect that when he is answered it will be by fair arguments. I have read in your impression of November 21st letters signed, "Red with White Maltese Cross," "Blue," and "A Yacht Owner", the first devoted to controvert the statements contained in my letter to you, and the others alluding incidentally thereto, on which I request that you will give me space to say a few words, taking them in their order.

I am much disappointed with the letter of "Red with White Maltese Cross," and all the more so as coming from a man whom I respect as knowing a great deal practically about yacht racing, and who has, I doubt not, the best interests of yachting at heart; and although it must be very vexing for one who has taken a prominent position in introducing the new regulation to find that it had not worked well, yet I can only characterise it as a clever but very disingenuous production, in so far as that instead of refuting my arguments, which merely went to show that there was reason to believe that ballast had been shifted at some races in the season of 1863, his letter resolves itself into an indirect accusation against me of making statements touching the honour of yacht owners of which I did not give direct proof. Now, in the first place, I did not say, neither did I intend to insinuate that in the instances which I adduced, the owners of the vessels either shifted ballast with their own hands, or were aware of its being shifted, complicity on the part of the owner not being (according to my ideas) at all necessary. Neither for the purpose of shifting ballast is it indispensible that yachts should be provided (especially small craft) either with shot or handy ingots of lead. In my younger days I found iron 28lb weights to answer extremely well.

With regard to the subject of proof of shifting ballast, it ought to be well enough known to any yachting man that it is a matter on which it is well nigh impossible to obtain the proof which "Red with White Maltese Cross" would require, namely ocular demonstration. But surely in the absence of this, any man who really wished to arrive at the truth would be satisfied

with circumstantial evidence such as my letter contained. I believe, and say what I believe, that ballast was shifted in racing yachts last season, and the only thing "Red with White Maltese Cross" can say to the contrary is in effect that he sailed both days at Dublin, and the first day at Cork, in the Surf, and that there was no ballast shifted in her on those days. Does one swallow make a summer? Is it not the gist of my argument that as long as the restriction is not absolutely and without exception effectual, so long is it nothing but "a mockery, a delusion, and a snare."

It was the fashion some years ago for platform orators when they wished to propound some ridiculous theory to disarm criticism by saying "every school-boy knows," or "every child can understand;" in this manner has "Red with White Maltese Cross" prefaced his idea—than which a more preposterous one never appeared in print.

That the Glide, 14 tons, and the Phryne, 56 tons, could outcarry in any wind the Banba, 24 tons, and *Æolus* 62 (not 40) tons, because the larger of these vessels was built under the ballast trimming *regime*, granted; but the Phryne and Glide were also built before any of the clubs had adopted, or signified their intention to adopt the new rule. He accounts for the meagreness of entries last season by instancing the great speed of the Phryne, Surf, and Vindex, and challenges me to name any yacht which would have had a chance of reimbursing her owner for his racing expenses in running against those clippers. I answer his challenge to a certain extent by referring him back to the season of 1862, when there were plenty of entries against the Phosphorus, which could generally beat her vessels more than the Phryne, Surf and Vindex ever beat her in 1863. I would earnestly beg all men interested in this matter to consider dispassionately what is proposed to be gained by preventing, or rather trying to prevent, ballast trimming on the one hand, and the all but insurmountable difficulties which attend the attempt on the other. As to the expense of shot for trimming, I arrive at a different conclusion from "Red with White Maltese Cross," and give as an instance a yacht, whose owner last spring ran two tons of shot, which was all the lead on board, into pigs, and afterwards found that he required to take out a quantity of her iron, and give her four tons more of lead, to make her carry her sail as well as formerly. This was adding expense instead of decreasing it, and if this was done in one vessel, in how many more may it not have been done? The wages of a ballast trimmer would be more than balanced by the interest on the cost of this extra lead.

Your correspondent "Blue" requires very little notice at my hands, as he seems to have written to you merely to express the gratuitous supposition that I was one of the "beaten owners," and to propose that yachts should be searched by a Custom House or Revenue official, instead of by the Club Officers, and that a fine of £10 should be imposed for every cwt. of shot found on board.

The "Yacht Owner" after making some remarks on time for tonnage, &c., with which I have nothing in the meantime to do, proposes, as an entirely new idea of his own, *the very formula which was in use all last season*—namely

declaration by owner, &c.; and propounds the startling theory that if you take a man's word that he will not shift ballast, and then seal his ballast down, the fact of so sealing it justifies him in breaking his word, and then with a coolness which is truly refreshing, says "I have shown above how to put a stop to shifting ballast." I dare not say any more concerning the dicta of a veteran, who, to use his own words, "has devoted much time, thought, and energy towards the improvement in yacht racing, and flatters himself that he has gained some experience, which he would but too gladly make known to benefit the object he has in view."—Yours, &c.,

SEAWHEED.

MR. EDITOR.—I took up so much of your space by my last letter on the above subjects, and am so tired of the theme, that I had not intended troubling you any more upon it, but two letters have appeared with mine, in your columns, which appear so opposite, that I cannot resist a few remarks on them. The first writer, who signs himself "Blue," agrees with me that the best way to prevent the trimming of ballast is to remove the temptation to do so out of the way of racing skippers and their crews, and, at the same time, do away with a great source of expence to owners by prohibiting racing craft from having shot bags and such like on board, but we differ as to the means of carrying out this prohibition. I am for a declaration, signed by the owner as part of his entry "that no such are on board (a point of which he cannot be ignorant), and that no ballast shall be shifted," and think this would be quite sufficient security, and only weakened by searching, sealing, and changing hands. "Blue" wishes to have a search made of a more stringent kind than heretofore, the objection to which is that if you did this, you release the owner from the obligation to look out, and that though it would prevent shot bags being carried, it would not small pigs of lead or iron, very suitable for, though not prepared or intended for shifting, as it would be impossible to limit the size or weight of each pig of ballast. This very difficulty occurred at Cork this year, when the *Thought* was objected to for having such on board; and under the strict wording of the Cork rule, "none suitable for" might have been disqualified. Her owner, however, declared that they were not prepared or meant for shifting, and should not be shifted, and he was allowed to sail, and I can vouch for the fact that none were stirred. The fact is, that if it were generally known and understood that all clubs and regatta committees were determined to enforce the rule, no shot bags or shifters on board, there would be no more attempts to break it than to put a screw propeller under the yacht's bottom. It is only the uncertainty whether the rule is meant to be enforced or not which causes the difficulty, and if the delinquent was caught and properly treated there would be an end of it.

As to "A Yacht Owner," if he only carries out what he proposes, he will be of the greatest use to the cause of match sailing; but how he is to get this done, and yachtsmen to pull together, is the rub. A congress of delegates from the different clubs, so often proposed, will in my opinion meet

and do their work as soon and no sooner than the large congress proposed by the astute sovereign from whose capital he dates his letter, will meet and resettle the map of Europe to the satisfaction of all parties; but in the meantime I will tell "A Yacht Owner" how I think something may be done. If he be a man with some influence amongst owners of racing yachts, and has some time and money to spare in a thankless cause, let him get together as many of them as he can and agree on a set of resolutions, viz:—

1.—Fixing a uniform classification of racing yachts so that a man may know what to build, instead of the division varying at almost every club and port.

2.—A general rule for ascertaining the racing tonnage so that the measurement once made at one Club shall be evidence of size and binding on owner and others until altered.

3.—A uniform scale of time allowance according to the length of the course.

4.—That when a first prize has been advertized, and a yacht sent to contend for it, it shall not be withheld or reduced because other owners will not start.

5.—That no shot bags or ballast prepared for shifting shall be allowed on board when racing, nor any ballast trimmed.

6.—That anchors, chains, gear, &c., may be moved at pleasure.

7.—A rule either leaving the number of friends, hands, and sails, and the mode of setting such sails, skeeting, numbers of pairs of jib halyards used, booming and bearing out Jack and Jenny yards, &c., to the discretion of the owner and his sailing master, or limiting and restraining such discretion according to the opinion of the meeting as to the best practice, but not one rule in one place and a different one in another.

Add to these a good set of Sailing Regulations, of which those published last April in *Hunt's Magazine* would form a basis; and let him get all printed, and then apply to all the owners of racing craft in the United Kingdom (not above 100 at most) and induce as many of them as he can to pledge themselves not to enter or sail their craft next season at any regatta at which these rules are not in force. If he can get one half of them to do so, and will publish their names, my life for it there will be little more trouble, and, though sport *may* suffer a little next year, it is not at all likely; and the general interests of a sport in which £4,250 was divided last season in 100 races, besides private matches, amongst 60 yachts, large and small, will be greatly promoted, and owners will be relieved from the crying grievances he complains of, and most justly, in his letter. —Yours, &c.,

Nov. 23rd.

RED WITH WHITE MALTESE CROSS.

MR. EDITOR:—It is with no little diffidence I put forward an opinion upon a subject which has been so fully treated of by a yachtsman of such well-known experience as "White with Maltese Cross". But if the record of an experience gained during the past season alone in fifteen first class cutter races may be allowed to have any weight, I wish to state that there appears

to me but one satisfactory method of settling the ballast-shifting difficulty. In England, Scotland, and Ireland, various plans were adopted and put in force; but it was not until the regatta at Kinsale that any feasible and effective plan was adopted. There, instead of the irksome, and in some degree humiliating visit of a committee to inspect and seal up floors and lockers, we were agreeably surprised by the arrival of a gentleman deputed by, or a member of the committee, who stated that it was his duty to sail in the yacht during the race, and personally to see that no ballast was shifted. To all the other yachts a similar official was of course sent, and if they all had as perfect a gentleman and as agreeable a companion as the one we were favoured with, I am sure no owner objected to the system adopted. His presence, and occasional visits below, precluded the possibility of any ballast being moved, even if the owner had been disposed to do so, without his knowledge. It may be objected that all members of regatta committees are not gentlemen, and are unfitted as not being so to sail with gentlemen in a race. But let it be said that if they are not gentlemen they ought to be for the credit of yachting, and few would object to the presence of a gentleman, even though a stranger, during the short time occupied in a race. In conclusion let me assure you that during the past season no system has worked so well that has come under my notice, and that if this plan should be deemed unsatisfactory, my earnest hope is that a better one may be brought forward before next year.—Yours, &c.,

Nov. 23rd.

BEAR'S PAW.

NOTICE TO MARINERS.

BUOYS AT THE ENTRANCE OF THE RIVER THAMES.—Trinity-house, London, 18th December, 1863.—Notice is hereby given, that in consequence of alterations which have taken place in the sands at the entrance of the River Thames, the undernamed BUOYS have been REMOVED from their former positions, and now lie with the following marks and compass bearings respectively, viz. :—

EAST MARGATE BUOY—Has been removed three cables E. by S. $\frac{1}{4}$ S., and now lies in $4\frac{1}{2}$ fathoms, at low water spring tides, with Neptune's Tower, just open eastward of the Garden-wall at the North Foreland Lighthouse, S. $\frac{1}{4}$ W.

Northdown Tower, its length eastward of St. Peter's Church, S. by W. $\frac{1}{4}$ W. Draper's Mill, just open eastward of Margate East Mill, S.W. by S.

Minister East Mill, midway between the West Mill and Margate Jetty, S.W. Westerly.

North-east Spit Buoy, N. $\frac{1}{4}$ W.—Distant 1 mile.

Goodwin Light Vessel, S.S.E.—Distant 9 7-10ths miles.

Elbow Buoy, S. by E. $\frac{1}{4}$ E.—Distant 5 5-10ths miles.

Longnose Buoy, S. $\frac{1}{4}$ W.—Distant 2 6-10ths miles.

South-east Margate Buoy, W. by S. Southerly.—Distant 4 7-10ths miles.

NORTH-EAST SPIT BUOY.—Removed 3 cables E. by S. $\frac{1}{4}$ S., now lies in $8\frac{1}{2}$ fathoms, with the Low Tower of Moro Castle, one-third from the High Tower towards Neptune's Tower, S. $\frac{1}{4}$ W. Westerly.

Margate West Mill, its length eastward of Draper's Mill, S.S.W. $\frac{1}{2}$ W.

Margate Old Church Spire, a little open eastward of the New Church Tower, S.S.W. $\frac{1}{2}$ W.

North Spit Buoy, W. by N. $\frac{3}{4}$ N.—Distant 2 7-10ths miles.

Tongue Light Vessel, N.W. $\frac{1}{2}$ W.—Distant 4 miles.

Tongue Knoll Buoy, N. by W. $\frac{1}{2}$ W.—Distant 2 3-10ths miles.

East Margate Buoy, S. $\frac{1}{2}$ E.—Distant 1 mile.

Note.—The direction of the Red Light shown from the North Foreland Lighthouse has been altered relatively with the removal of the above-named buoys.

EAST SPANLARD BUOY—Removed 2 $\frac{1}{2}$ cables north eastward, lies in 15 feet with the east side of Herne High Mill, midway between the Clock-house and the Low Mill at Herne Bay, S. Easterly.

Whitstable High Mill, in line with the Easternmost Coke Chimney at Whitstable, S.W. by S. Westerly.

The Middle Ground Beacon, in line with a house one-third from Minster Church towards Minster Mill, W. $\frac{1}{2}$ N. Westerly.

Middle Spanlard Buoy, W. $\frac{1}{2}$ S.—Distant 2 8-10ths miles.

East Middle Buoy, W. $\frac{1}{2}$ N.—Distant 2 miles.

East Gilman Buoy, N.E. $\frac{1}{2}$ N.—Distant 1 5-10ths mile.

Girdler Light Vessel, N.E. by E. $\frac{3}{4}$ E.—Distant 2 miles.

West Pansand Buoy, S.E. by E. $\frac{3}{4}$ E. Southerly.—Distant 3 miles.

West Last Buoy, S.S.E. $\frac{1}{2}$ E. Southerly.—Distant 5 1-10th miles.

Whitstable-street Buoy, S.W.—Distant 4 4-10ths miles.

EAST GILMAN BUOY—Removed 2 cables north-east, lies in 3 $\frac{1}{2}$ fathoms, with Reculvers, its length eastward of Sarr Mill, S. by E. $\frac{1}{2}$ E.

The Easternmost Coke Chimney at Whitstable, nearly midway between the Westernmost Chimney and Whitstable High Mill, S.W. $\frac{1}{2}$ S.

Shivering Sand Buoy, N.N.E. $\frac{1}{2}$ E.—Distant 1 mile.

Girdler Light Vessel, E. by S. $\frac{1}{2}$ S.—Distant 8-10ths mile.

North Pansand Buoy, S.E. $\frac{3}{4}$ E.—Distant 2 3-10ths miles.

West Pansand Buoy, S.E. $\frac{3}{4}$ S.—Distant 3 miles.

East Spanlard Buoy, S.W. $\frac{1}{2}$ S.—Distant 1 5-10ths miles.

SHIVERING SAND BUOY—Removed 1 $\frac{1}{2}$ cable East-South-East, lies in 3 $\frac{1}{2}$ fathoms, with Whitstable High Mill, in line with the Easternmost Coke Chimney at Whitstable, S.W. by S. Westerly.

Red Sand Buoy, W.—Distant 2 3-10ths miles.

West Oase Buoy, W. by N. Northerly.—Distant 5 5-10ths miles.

East Oase Buoy, N. W. Northerly.—Distant 2 2-10ths miles.

Mouse Light Vessel, N. W. $\frac{1}{2}$ N.—Distant 3 8-10ths miles.

North Nob Buoy, N.—Distant 1 6-10ths mile.

Maplin Light House, N. by E.—Distant 5 miles.

Nob Buoy, N. E. by E. Northerly.—Distant 1 2-10ths mile.

North-West Shingles Buoy, E. by S. Easterly.—Distant 2 2-10ths miles.

Girdler Elbow Buoy, E. by S. $\frac{3}{4}$ S. Easterly.—Distant 2 5-10ths miles.

Girdler Light Vessel, S. by E.—Distant 1-10th mile.

Note.—The direction of the White Light shown from Maplin Lighthouse has been altered relatively with the alteration of position of the Shivering Sand Buoy.

EAST MIDDLE BUOY.—A Black and White Chequered Buoy has been placed in 12 feet at Low Water Spring Tides, with Sheerness Dock Yard Chapel, just open North of the Middle Ground Beacon, W. by N. $\frac{1}{2}$ N.

The Muscle-houses, their breadth open westward of the Third Building West of Harty Church, S. W. by W. $\frac{1}{2}$ W.

A Single Tree East of Herne High Mill, its length on the West End of a High Terrace, at the West End of Herne Bay, S. by E. $\frac{1}{2}$ E.

Middle Ground Beacon, W. by N. $\frac{1}{2}$ N.—Distant 7-10ths mile.

Middle Spaniard Buoy, W. by S. $\frac{1}{2}$ S.—Distant 7-10ths mile.

East Spaniard Buoy, E. $\frac{1}{2}$ S.—Distant 2 1-10ths miles.

MIDDLE GROUND BUOY (now called West Middle Ground Buoy)—Removed four cables, S E. by E. $\frac{1}{2}$ E., lies in nine feet, with West Spaniard Buoy, S.S.E. Distant 5-10ths mile.

Middle Beacon, E. by S. $\frac{1}{2}$ S.—Distant 1 7-10ths mile.

West Spile Buoy, N.W. $\frac{1}{2}$ W.—Distant 1 4 10ths mile.

MIDDLE SHOEBURY BUOY—Removed 34 cables W. $\frac{1}{2}$ S., lies in 4 $\frac{1}{2}$ fathoms, with Hamlet Mill, touching the south side of a large white house next west of Southend-terrace, N.W. $\frac{1}{2}$ N.

A Cottage to the northward of South Shoebury, in line with the southernmost Admiralty Jetty, N. $\frac{1}{2}$ W. Northerly.

Queenborough Church Turret, just open to the eastward of a Chapel on the west end of Mile Town, S W.

South Shoebury Buoy, E. by S. Southerly.—Distant 1 8-10ths mile.

Nore Light, S. $\frac{1}{2}$ W. Westerly.—Distant 1 4-10ths mile.

Nore Sand Buoy, W. by S. $\frac{1}{2}$ S.—Distant 2 miles.

East River Middle Buoy, W. by N. $\frac{1}{2}$ N.—Distant 2 7-10ths miles.

Shoeburyness Buoy, N.W. by W. $\frac{1}{2}$ W. Westerly.—Distant 1 6-10ths mile.

SUNK HEAD BUOY, EAST SWIN.—Trinity-house, London, 18th December, 1863.—Notice is hereby given, that the SUNK HEAD BUOY (now a 9 feet spiral buoy chequered red and white) has been MOVED four cables east-north-east of its former position, and now lies in 5 $\frac{1}{2}$ fathoms at low water spring tides, with the following marks and compass bearings, viz. :—

Naze Tower, in line with the middle of a long barn, N.N.W. $\frac{1}{2}$ W.

Harwich Church, just open eastward of the North East Gunfleet Buoy N. by W

The Heaps Buoy, W. $\frac{1}{2}$ S.—Distant 9 1-10ths miles.

Gunfleet Light House, W.N.W.—Distant 5 miles.

North East Gunfleet Buoy, N. by W.—Distant 4 miles.

Sunk Light Vessel, N.E. $\frac{1}{2}$ N.—Distant 3 9-10ths miles.

South West Shipwash Buoy, N.E.—Distant 3 5-10ths miles.

Long Sand Head Buoy, E. by S. $\frac{1}{2}$ S.—Distant 5 2-10ths miles.

By order, P. H. BERTHON, Secretary.

NORTHERN LIGHTHOUSES.

FLASHING LIGHT AT MONACH ISLES, off the west coast of the Outer Hebrides, or Western Isles of Scotland.—The Commissioners of Northern Lighthouses hereby give notice, that on the night of Monday, the 1st day of February, 1864, and every night thereafter, from the going away of daylight in the

evening, till the return of daylight in the morning, a Light will be Exhibited from a lighthouse which has been erected by the Commissioners on the most western of the group known as the Monach or Hyskere Islands.

The position of the lighthouse, which will be hereafter known as Monach Lighthouse, and the characteristics of the light have been specified by Messrs. David and Thomas Stevenson, the engineers to the Board, as follows :—

Monach Lighthouse is situate on Shillay, the most western of the group of islands called the Monach or Hyskere Islands, lying off the west coast of North Uist, one of the outer Hebrides, or Western Isle of Scotland, in the county of Inverness, and about 33 nautic miles S.S.E. $\frac{1}{2}$ E. by compass from the island of St. Kilda. The lighthouse tower is 133 feet in height from the ground to the top of the lantern.

The light will be a first-class dioptric holophotal flashing white light, visible all round the horizon, and showing a flash every 13 seconds. The light will be elevated about 150 feet above high water spring tides, and allowing 10 feet for the height of the eye, will be seen at a distance of about 17 nautic miles in clear weather, and at lesser distances according to the state of the atmosphere.

The Commissioners hereby further give notice, that, under a Warrant by Her Majesty in Council, dated 12th September, 1863, the following Tolls will become leviable in respect of the said Light, on and after the day when the same shall be exhibited, viz. :—

“For every vessel, whether British or Foreign, which may pass or derive benefit from such light, the toll of sixteen-sixteenths of a penny per ton of the burden of every such vessel, for each time of passing or deriving benefit therefrom, if on an oversea voyage; and two-sixteenths of a penny per ton for each time of passing or deriving benefit therefrom, if on a coasting voyage.”

And the said tolls in respect of the said lighthouse, are to be levied by the Commissioners of Northern Lighthouses, subject to the gross abatement or discount of 60 per cent. on all vessels, whether engaged in oversea or coasting voyages, in terms of an Order in Council, dated the 25th day of July, 1861, and subject to the regulations and exemptions contained in the consolidated tables of light duties sanctioned by Order in Council, dated the 26th day of June, 1855, and to the further exemption sanctioned by an Order in Council, dated 12th April, 1859.

By order of the Board,

(Signed), ALEX. CUNINGHAM, Secretary.

Northern Lighthouse Office, Edinburgh, Dec. 2, 1863.

FINE ARTS.

Mr. Foster, of Fenchurch Street, has added two more clippers to our Yachting Beauties, viz :—Lord Londesborough's schooner *Albertine*, and Mr. A. Duncan's iron cutter, *Vindex*, by Dutton, whose name is a sufficient guarantee for the excellence and truthfulness of the engravings.

NOTICE.—The List of winners and amounts in our next.

All Communications to be addressed 6, New Church Street, N.W., London.

HUNT & Co., Printers, 6, New Church Street, Edgware Road, N.W., London.

HUNT'S YACHTING MAGAZINE.

FEBRUARY, 1864.

YACHTING IN THE NORTHERN WATERS OF SCOTLAND.

MUCH has been written, of late years, concerning the Highlands and Islands of Scotland. The subject has not been exhausted, and is, in fact, inexhaustible; and is particularly interesting.

Some of our yachting friends have contributed, occasionally, to that branch of literature. It is, however, a matter for surprise, considering the number of yachts which have cruised in the northern waters, and the peculiar advantages which the cruisers have over steam-boat tourists, that much more has not appeared in *Hunt's Yachting Magazine*. The case is very different now to what it was a century ago, when yachting was almost, if not entirely, unknown; and about as little was known of the Highlands or Highlanders by Englishmen, in fact by the Lowlanders of Scotland, as of the Indians beyond the Alleghany mountains; we are, however, even at the present day, far from knowing the true character of the Highlander, and, but little of the Highlands. Such was the ignorance of even men of education, at that period, that Dean Swift, in his journal to Stella, mentions having dined with two gentlemen from the Highlands, and expressed his surprise at finding them persons of ordinary decorum and civility. It has frequently been the writer's

privilege to cruise amongst the wild Lochs of the North, and regrets that he has not the pen of a ready writer, that he might be able to picture in words what he has seen, and give expression to the feelings of pleasure he has experienced, when visiting them—that pleasure becoming more intense each succeeding visit.

My yacht has once more during the past season afforded me and my friends the means of again enjoying a pleasant cruise—this time enhanced by the presence of ladies. They also, I am happy to say, thoroughly enjoyed it. For their convenience they and the writer embarked at Oban, where the yacht was waiting, two gentlemen of the party having rounded the Mull of Cantyre with her. In 1862 the yacht *Benita*, 33 tons, when entering Oban Bay, by the north channel, went on a reef of rocks, known as the North Spit, and was with difficulty, and at considerable expense, got off. A buoy has since then been moored upon it, at five fathoms, but which has recently been replaced by a malleable iron beacon, 33 feet high, placed at the extremity of the Spit, near to low water mark spring tides, which is about 800 feet seaward of high water mark, and the rock is covered to a depth of about ten feet at high water spring tides. Oban Bay is finely sheltered, except from the North-West, but it is too deep generally. The best and least exposed anchorage is in Ardentrive Bay, opposite to Oban, under the Island of Kerrera, and to the north of the hulk *Enterprise*; clay bottom, and deep water up to the shore. The bottom being in form of a basin the anchor would, in case of dragging, have an acclivity to ascend. Leaving Oban our course was Sound of Mull. When approaching Duart Castle we observed a beacon in course of erection on the rock, known as “Lady Rock,” a decidedly necessary precaution for the safety of vessels navigating the Sound. The tradition concerning this rock is too well known to be repeated here. After a very pleasant sail we made Tobermory.

One of our party being provided with the necessary apparatus for photographing, and being an *expert* in that art, went ashore, and returned with two “negatives,”—one of an interesting waterfall, and another of a ruin, which were, subsequently, developed on board, and were successful results, a “dark room” having been improvised in one of the sleeping cabins by covering the dead light with yellow calico.

It is generally asserted that Tobermory was begun to be built in

1788 by the "British Society for Encouraging Fisheries." There is plenty of evidence that it existed and was inhabited long previous to that date. Its ancient name was Tobar Mairi, or Mary's Well, the water of which had the reputation of being medicinal. The bay is completely screened from the south and west winds by a promontory towards the north, and by the Island of Calla, which extends itself along the mouth of the bay, leaving a wide channel, which forms an entrance at the north extremity, and a narrower one at the southern extremity, but through which it would be well not to attempt to pass, except with small vessels, favourable winds, and high tides. The only disadvantage of the bay, as an anchorage, is its too great depth, except near to the shore, being from 20 to 30 fathoms, at a moderate distance from it.

The appearance of the village is uncommonly picturesque, forming a large amphitheatre. The more modern buildings erected by the Fishery Company are near to the shore. Above them is the original village, the appearance and general character of which indicate a priority of a century, at least. There are, not far from shore, the ruins of a distillery of considerable extent, and, in other parts, we are informed, there are others of a smaller scale, which were once famous for the production of whiskey, but have also been abandoned, it is to be hoped for the moral advantage of the inhabitants of the island generally.

The Florida, one of the ships of the Spanish Armada, was driven into the bay by a storm in 1588, and was subsequently, at the instigation of the MacLean, of Duart, blown up, and with it perished a Spanish princess. Her body being washed up was interred in the grounds of the parish. Tradition also informs us that one Dr Beaton, a physician of Mull, was on board when the explosion took place, sitting upon the upper deck, on a portion of which he was carried and landed high and dry, unscathed, and lived some years after. It was believed that large sums in gold and silver were on board, and other valuables, to recover which several attempts have been made, but only a few guns and other matters of no considerable value have been expiscated.

One of the most pleasant walks is by a footpath, extending westward to Lowlander's Lighthouse, about two miles distant.

From Tobermory we proceeded on our course northward, passing the high and rugged rocks of Ardnamurchan, or "the high pro-

montory of the great sea," which overlook the Atlantic Ocean. We did not omit to point out to the ladies the scene of the legend of *Eilean-Na-Seachd Seichrechean*, or the Island of the Seven Ploughs, which our skipper recited for their entertainment to the following effect:—

"The scion of a Highland laird, ambitious to try his fortune in southern parts, disposed of his interest in the patrimonial estate, excepting only a rocky island, on which there was not a vestige of soil or vegetation, and utterly valueless for any purpose whatever. He travelled to distant countries, the expenses of which, and the extravagancies into which he was led, soon reduced his funds to an alarmingly low condition, which suggested the necessity of economy and the desirableness of discovering some means to replenish them. Being handsome, and qualified by birth and education to move in good society, he found easy access to it, which resulted in a mutual attachment betwixt himself and a beautiful southern lady of great fortune. In answer to very proper interrogatories as to his means, he asserted, and very truly, that he was proprietor of an entire island at the extreme north of Argyllshire. As to the extent, he declared that it had not been properly surveyed, but, in order to give some idea of its magnitude, he would say that seven ploughs would not in seven years encompass it. He was consequently accepted as an eligible suitor, and was duly married. Having become his wife, the lady very naturally felt desirous to visit the home of her Highland laird; becoming impatient, he satisfied her, from time to time, by informing her that preparations were in making for a suitable reception, and the journey must be deferred. At last their departure was decided upon. At that time steamboats were not invented, and the journey was very tedious; at length they reached Tobermory, from which they took a boat; and as they progressed he took a favourable opportunity to confess to his wife the *ruse* he had practised in order to secure the object of his affections. She readily forgave him, consoling herself that although she had not married a gentleman of fortune, she had the good fortune to have gained a husband who loved her, and was worthy to enjoy and share her own."

Ardnamurchan is the most northern part of Argyllshire, and was, at one time, not very far back, as little known by strangers as Timbuctoo is at the present time. Even less than half a century ago

the inhabitants knew as little of civilised life as we knew of them. An old lady, formerly residing at Ardnamurchan, recently showed the writer with much pride a very ancient portable timepiece, which her departed husband purchased in London when on their marriage trip, nearly half a century ago, and related, with great apparent gusto, that after their return to Ardnamurchan they were visited by some of their humbler native neighbours to whom the timepiece was a matter of great astonishment, some of whom had never seen one.

One of the visitors perceiving the clock, and hearing the regular clicking sound proceeding from it, after regarding it for some time steadfastly and silently, turned to the lady and enquired what description of bird she had brought from England in that curious box? After having been shown the mechanical movements which produced the clicking sound, he shook his head and went away to talk of the wondrous arrival with his neighbours, who were not long in presenting themselves in order to have ocular proof of the marvel.

The relation of this incident was kindly appreciated by the ladies.

A very large portion of the district of Ardnamurchan was purchased in 1760, by the great grandfather of the present proprietor, for an incredibly small sum as compared with its present value. It has a seacoast extending 30 or 40 miles. At the time of the purchase, the inhabitants were in a semi-barbarous state; and although its previous owner's rent roll was nearly nominal, he had only been able to collect a portion of the rents. The new proprietor procured a party of soldiers to be stationed on the estate, after which the rents were strictly enforced, and he made roads and other improvements. As in many other localities of the Highlands, steamboat communication has augmented largely, and is still augmenting the value of that class of property, and has raised its inhabitants to a state of civilization comparable with any of the rural districts in the Lowlands. It is said there is a creek at the extreme point of Ardnamurchan into which a sloop, caught in a gale, ran some years ago and emerged safely, after remaining there during the storms of winter. If it could accommodate a sloop, why not a yacht or other vessel? The knowledge of it might be the preservation of them and of their crews. Fishermen who frequent that coast know of many such inlets, and frequently avail themselves of

them, but being, what are called by them, "blind," only those familiar with them might be able to find them.

Taking a northerly course we made the Island of Eig, and the weather being clear the entrance to the cave in which the inhabitants of the island were cruelly smothered by the MacLeod's of Skye, was distinctly visible—some particulars of that horrible atrocity may be found in a former contribution to *Hunt's Yachting Magazine*,* and appeared about four years ago. We passed Eig to the west side, having Rum to our left. Looking westward, as we proceeded, the Island of Coll presented varying appearances, differing according to our relative positions—sometimes appearing to be divided into a number of small islands, sometimes only as one. We passed the Island of Rum with a light and favoring breeze. The sun was going down in all its glory below the horizon, tinting with golden hues the boundless expanse of the Atlantic. All the party were on deck, and turning from the west, after witnessing the glorious sun-set, an equally grand sight, although of a very different character, presented itself to our gaze. Before us were the magnificent Cuchullen mountains of Skye, their pinnacled summits softly commingling with the sky.

The dark rugged rocks at the base became visible as we proceeded, and the entrance of the yacht into Loch Scavaig was effected in almost breathless silence of the party on board, so much were they impressed with the grandeur of the scene. When the outer Loch had been entered two fishing boats came in, striving for precedence, and offered to pilot the yacht in. We did not, however, require their assistance, as pilots, our skipper being well acquainted with the Loch, having several times visited it, remaining on one occasion at anchor during a fortnight, when he took soundings, and acquired other useful information. They were, however, engaged to tow the yacht into the inner harbour, there being no wind to help us. After having made all snug the towing-boats came alongside, the crews of which received each a glass of whiskey, a little tobacco, and and a bit o'siller, which they appeared to fully appreciate. Their acknowledgments were made in Gaelic, and were translated to us by our skipper. They were as complimentary as grateful. Next morning before the crew turned out a goodly supply of magnificent

* See p. 21, vol. viii.

herrings were deposited on deck, affording us a great and unexpected treat, to which ample justice was done.

Although the gentleman of our party were no strangers to Loch Scavaig, the scenery was to them as strikingly beautiful as it appeared to the ladies, who visited it for the first time. It is useless to attempt a description of it. I have already admitted my incapacity, and am not ashamed to publish my deficiencies—many, far more capable than I am, having tried, and failed—throwing down their pens in despair, as Thomson, the artist, did his paint brush. The immortal Turner tried, and was also unsuccessful. He composed, it is true, a clever picture, of a truly wild scene, but not as awfully wild as the reality. Sir Walter Scott, in his "Lord of the Isles," gives a very graphic poetical description, which might suggest to a highly imaginative reader something approximating to its unmitigated barrenness.

There are scenes which although admirably beautiful do not leave a lasting impression—such, however, is not the case with Loch Scavaig and Loch Corruiskin—once seen they can never be forgotten. The serrated peaks of the mountains are of a character quite unique; the sublime barrenness of the rocks in immediate presence, and the black desolation of all around, could not fail to produce strange feelings and enduring impressions in any man with ordinary capacity for appreciating the wonders of creation, and susceptible of their magic influence. Our photographic *compagnon de voyage* lost no time in trying to produce views of the surrounding scenery, and, happily, succeeded in taking several good "negatives" of Loch Scavaig. Unfortunately that of Corruiskin proved a failure, which may be accounted for by the extent of the view being too great for the powers of the camera—the extreme distance being undefined.

We remained at anchor in Loch Scavaig three days, during which we had favourable weather, and the party were enabled largely to profit by their visit to it. The enjoyments of yachting may be said to consist, in no small degree, of eating and drinking; and some, who know no better, allege that it is the principal occupation. Luxurious indulgencies are not generally procurable whilst yachting in the northern lochs and sounds, but exposure to the pure and bracing sea, and mountain air, brings an appetite which makes ordinary food to relish.

Our skipper, being well provided with the appliances for fishing, and it being--

“His delight, on a starlight night, and the season of the year,”

to try his luck with the salmon net, he succeeded in keeping the cabin table, as well as that of the fore-castle, well supplied with that much esteemed comestible. Such salmon, we thought, was never set before mortal! We breakfasted, we dined, and we supped of it served *secundem artem*, and in the various styles in which it is usually presented.

A harmonium, which was on board, afforded delightful aid to our amusement; one of the party being a perfect *artiste* on that instrument, discoursed elegant music upon it, which had a singularly charming effect in the solitude of the place, accompanied, as it was, by the murmurings of the mountain streams tumbling from the summits of the rocks near to our anchorage.

I may here state, for the benefit of other ladies who may visit the Lochs Scavaig and Corruiskin, that we found the easiest way to approach the latter was to row out of Loch Scavaig into Camas Ban, or “White Sand Creek,” and on landing there proceed up the ravine leading to Loch Corruiskin, which may be reached by a very easy and safe ascent, and the party will then be on that side of the stream, and in a position most favourable to view the loch.

A good selection of books, note books, and drawing materials were on board, but were not required. It is generally the case that when yachting such articles are voted lumber, sketching impracticable, and reading a nuisance. Anything like real work is incompatible with the true enjoyment of yachting; by which I do not wish it to be understood that I advocate a lazy inactivity, but simply that study should not be regarded as a duty, but indulge in that “*dolce far niente*,” which is so delightfully refreshing to a man who has been exhausted by incessant toil of body and mind whilst fulfilling the ordinary duties of his calling. It is good to let the mind lie fallow occasionally, as the farmer does his exhausted fields. To feel that you really have nothing to do, you realise that comfort which the jaded horse feels when freed from his harness and turned loose to feed as much and as often as he pleases on the green pasture, and to kick up his heels *ad libitum*. To feel that you are perfectly at ease, and for some time, at least, beyond the possibility of being in-

interrupted, worried and teased, no "coming events casting their shadows before," is a pleasure peculiar to yachting. When reclining, at ease, on a yacht's deck, with a gentle breeze fanning you—a gently rolling motion inducing a dream-like reverie—every plank as white as a butcher's stall on a market-day morning, ropes neatly coiled, and the brass-work glittering in the sun—everything neat and tidy—you are carried, without fatigue, through beautiful and ever-varying scenery, whilst in that happy condition of repose which disposes you to truly enjoy the sight of a beautiful landscape. I have seen young lady tourists, and young gentlemen, too, whilst passing through some of the finest scenery in the world, moping in total abstraction over a yellow-back railway novel: such persons ought to stay at home; they certainly should not go yachting.

During the whole time we remained in Loch Scavaig the weather was delightful; we climbed the rocks, gathered flowers from *Eilean-Na Fraoch*, or Heather Island; fished, dredged for sea-weeds, photographed, rambled on the solitary shores of Corriuskin; in fact, every moment was pleasantly occupied.

We turned our backs on the scene unwillingly, and the remembrance of our visit to it will not be easily, if ever, effaced. We had a fair but very light wind; our progress was barely perceptible, which we did not regret, as it afforded our party an untiring pleasure to look back upon the glorious scenery gradually receding from view, and which we did not lose sight of until night set in, when all retired. Wind having encreased, as the yacht passed up Sound of Sleat, and being then ahead of us, we had a heavy beating up, but which did not, however, disturb any of the party, even the ladies slept soundly until six o'clock in the morning, when they were awakened by the clatter of the cable running out in Armadale Bay, after which all was again quiet, and the sleepers gave audible proofs that they were again oblivious, but whether the sound came from the ladies' cabin, or from what other part of the yacht, deponent sayeth not.

All the party appeared at breakfast refreshed and with good appetites, after which, weather being beautifully fine, all went ashore—our photographer to seek objects for his camera, the rest to walk in the pleasant woods and pathways, and enjoy the amenities of Armadale, than which nothing could be more charming. Our photographer returned with two "negatives," which, when developed, proved re-

markedly successful. We left Armadale for Isle Oronsay same afternoon, where we arrived late at night.

The following morning went ashore to try to procure fresh meat. A sheep was fetched off an adjacent island, and killed expressly for us, of which we secured a portion ; it proved, however, anything but satisfactory. We also purchased some Glasgow made bread at the store, which, when cut into, was found to be mouldy, resembling a well-seasoned Stilton cheese.

Our next course was Loch Hourn, remarkable for the mildness and beauty of its scenery, and for the large amount of rain which falls there. It was considered by the ladies to be even far more beautiful than the favourable description of it given by those of the party who had previously visited it had led them to anticipate. Tide not serving to proceed, we anchored at Camas Doin, Dark or Brown Bay, on the south or Inverness shore, nearly opposite the entrance to the Loch Hourn-beg or Little Loch Hourn, a desirable anchorage in southerly gales.

The following morning the party divided and took the two yacht's boats, rowing up to the head of the loch. Whilst the rest of the party were enjoying a ramble our photographer took two successful negatives of the locality, after which we returned to the yacht and partook of a "stiff tea," which was heartily enjoyed by all the party. The distance from Camas Doin to the head of the loch is about five miles. The tides run very rapidly, and it is almost impracticable to row against them ; we therefore left as the tide was running up, and came back with the returning tide.

On the following morning we weighed anchor, and when off Camas Bane, or White Creek, our photographer went ashore whilst the yacht lay off and on. He returned with two very successful negatives, one of the fishing village of Corran, and one of the school-house.

We were then on our way to Kyle Rhea, intending to catch the tide and go through the rapids to Kyle Akin. On reaching Glenelg Bay we found we were too soon, and had to lie to until it was navigable. Meantime the party partook of lunch, but from which they were disturbed by an extraordinary agitation of the waters, and consequently unpleasant movements of the yacht, which brought all the party up on deck. When going below to lunch the barometer was then set, and when we returned, to our great surprise, it was

observed to have fallen nearly half an inch in not exceeding one hour. Had any one interfered with it? was the first enquiry. It was clearly shown that such had not been the case. Weather indications were ominous—a consultation took place, and it was unanimously concluded that such a sudden and extraordinary fall of the barometer, accompanied with the threatening aspect above and around us, must necessarily be the precursors of extraordinary weather, and as the sequel will show, our conjectures were well-founded.

It was decided to retrace our course to Isle Oronsay, in doing which we had to beat up against a rising gale, rendering it necessary to reduce sail as it increased until the yacht was in storm trim. We, however, reached our anchorage before the gale was in [full force. Being under shelter, and no sea to disturb, one anchor only was let go; and believing all was right, our skipper and two hands were permitted to go ashore. The gale, however, increased, and the harbour was soon crowded with fishing smacks and other craft which came in, under bare poles, to shelter from the storm. Suddenly a hurricane burst over the place. At times we could scarcely distinguish the vessels around us, being enveloped in spendruff. Nearly all were dragging anchors, and the yacht was, at one time, in imminent danger of a collision with a large coasting vessel which lay ahead of it, but which fortunately cleared away as it passed, and was soon some distance astern.

Only a lad was aboard of her, the remainder of the crew being ashore, and would not risk their lives by trying to reach her, it being considered by all on shore impossible for any boat's crew to survive the attempt. Our crew, seeing the yacht in jeopardy, pluckily determined to reach us or fail in the attempt. At intervals, when the spendruff was not so heavy, we could see the shore, and great was our consternation when we saw the yacht's crew afloat. So convinced were we of the great risk of their being able to get safely on board we could not rejoice; in fact, it was exceedingly painful to us to look in the direction they were rowing. It was with fear and trembling that we saw them coming nearer and nearer, knowing that the great difficulty and danger would be to get alongside. As they approached, we observed that the skipper, who was at the helm, was making gesticulations, perhaps shouting, but his voice was lost in the roar of the wind and sea. He held up the end of the painter

in a manner to call our attention to it, which was happily understood to mean, "be ready to seize it." The boat came flying towards our midships; in an instant the painter was thrown towards it and was caught. "Pay out!" was distinctly heard and understood, and the party who seized it held on, following the boat as she dropped astern, which was, in meantime, clearly brought round head to the wind and swung safely under the stern, when, quick as lamp-lighters, each of the crew boarded the yacht, and, rushing forward, let go a second anchor. In a few minutes it was evident that there was no further cause for alarm.

We had then time to look around us, and watch the fate of our companions in distress. Several fishing boats were still dragging, although every stick and every bit of canvas were levelled to the deck. Happily all rode out the gale safely. We could not help feeling gratefully impressed with the providential circumstance which had led to our present safety. When in Glenelg Bay our skipper, whilst we were below taking luncheon, conceived the idea that the yacht, wind being favorable, might, as he called it, "bore the tide"—but the tide proved more than a match for the sails—and we were driven back again, *volens nolens*, amongst the breakers caused by the eddying of the tides; and which brought all the party on deck, leaving the luncheon only in part disposed of. Had he succeeded in effecting a passage through the rapids of Kyle Rhea we should have been obliged to have contended with the hurricane in the exposed waters betwixt Loch Carron and the Island of Scalpa, without the slightest chance of finding desirable shelter from the storm. We were subsequently informed that the yacht "Red Deer" was caught in the same storm, on her passage from Stornaway to Loch Bracadale, but was driven back into Loch Maddy, in an almost helpless condition, with the loss of a man, washed overboard.

Weather continuing stormy we remained at anchor during the following day, when it calmed down, and looking more settled we ventured to set out once more for Kyle Rhea, which was passed without difficulty. When in Loch Alsh there was still a stiff breeze, and seeing a vessel which had dragged both her anchors from Kyle Akin, and was then in a dangerous position, near to the lighthouse, we thought it wiser to proceed than anchor there. When nearing the Island of Scalpa we began to feel the effects of the breeze, and the ladies experienced, for the first time since the commencement of the

cruise, a taste of foul weather, whilst sailing, several heavy seas having broken over them, which they received with perfect composure. As we proceeded the breeze abated, and we got on pleasantly, passing through Raasay Sound, with all canvas spread, and entered Portree Harbour without an accident occurring worth recording.

Portree is the principal town in Skye, and is situated on the west side of the bay or harbour. The scenery around is of most picturesque character. Along the upper terrace there is a line of finely grown trees, partly obscuring the houses from view. On the south side is a bold rocky promontory, well wooded, on the highest point of which is a tower, or observatory, "It is decidedly pretty—really," said one of the ladies; "let us go ashore as soon as we can; it would be so nice to walk in that shaded wood, go into that tower, and promenade on those shaded terraces." Their wishes were complied with as soon as the yacht's boat could be decently manned. When the party neared the shore their nasal organs were assailed with the scent of salmon boxes, herring smacks, herring barrels, herring nets, and everything appertaining to herrings. Everything smelt fishy, looked fishy—even the natives. Sacks, containing immense quantities of welks, or perriwinkles, as the Cockney calls them, were waiting for the West Highland steamer to convey them to Greenock, thence to be forwarded to London—to which place incredible quantities are sent. Turning from the quay we rambled into the town, sought the wooded terraces—the odour of fish still prevailed. We strolled up to the tower, which so favorably attracted notice, which was decidedly not fishy. What the peculiar odour was I am unable to say, as our party did not enter; but if any curious yachtsman visiting Portree wishes to solve the question he will not find it difficult to do so. On the whole Portree cannot be ranked as a clean town.

We remained several days at Portree longer than we intended, being detained by bad weather; our photographer, however, managed to get two good "negatives." In *Good Words* Dr. Norman McLeod, in his "Reminiscences of a Highland Parish," says:—"It is not a little remarkable that the Island of Skye should have sent from her wild shores since the beginning of the last wars of the French revolution 21 Lieut.-Generals and Major-Generals, 48 Lieut. Colonels, 600 Commissioned Officers, 10,000 soldiers, 4 Governors of Colonies, 1 Governor General, 1 Chief Baron of England, and I

Judge of Scotland. I remember the names of 61 officers being enumerated who during 'the war' had joined the army or navy from farms which were visible from one hill-top in 'the parish.' Times have changed since then. The Highlands now furnish few soldiers or officers, which decadence may be attributed to emigration or eviction."

All along the coast of Skye may be seen bright green patches; when approached they are found to be the sites of deserted clachans, or villages, the inhabitants of which it is to be feared, have been driven away to make room for deer. There is a word in the Gaelic vocabulary to express that peculiar curse which is believed to be attached to land which has been cleared by eviction. It is called "*eirthear*," implying that the land is accursed. In some portions of the Highlands when a man is on the look out for a farm he will ask, among other things, "*Am fheil eirthear air*," meaning is there a curse attached to it?

We left Portree on a Sunday morning with a very light breeze; sea calm as glass, brilliant sunshine and cloudless sky, an occurrence not very frequent in Skye. A number of rowboats followed containing parties in Sabbath costume; they were going to the opposite side of the sound to attend a sacramental service; so we were informed. The harmonium was brought on deck, and our talented *compagnon de voyage* performed various pieces suitable to the day, amongst which were portions from *The Creation*, *Hallelujah Chorus*, and other sacred musical compositions, which must have astonished the boating parties as they passed, and I fear to their untutored ears must have sounded very like a profanation of the Sabbath, or may even have been mistaken for reels. We had a favourable opportunity of viewing the magnificent rocks at the entrance to Portree. The view of the town, as we receded, was truly charming.

We had a fair wind, which increased, as we progressed, to a delightful breeze, and we made good way, reaching Loch Alsh in time to catch the tide at Kyle Rhea, through which we passed safely and pleasantly, and anchored at Isle Oronsay same evening. We left the following morning for Oban, which was accomplished under favourable circumstances, arriving there before sunset, where we again dropped anchor in Ardentrive Bay, choosing that anchorage in con-

sequence of there being symptoms of a blow from the southward before morning, which was the case, a gale having occurred during the night which continued all the following day, from which, however, we were perfectly sheltered by the Island of Kerrera. The gale was too severe to admit of our going ashore; we did not, however, suffer from *ennui*. It is really wonderful how a yacht cruise develops kindness of heart in the party thus brought together so closely. Everyone seems desirous to contribute his share to the *petits agreemens* of the little circle. A rainy day or foul weather, if sailing, is certainly a great drawback to the pleasures of yachting. I am bound, however, to say, that our party took the rough and smooth together, and we never had a dull moment. Happily, fine days preponderated; the discomforts so few, and our pleasures so many, our cruise will be remembered only as one of the happier episodes of life.

HER MAJESTY'S NEW PADDLE YACHT ALBERTA.

THE Alberta commenced her trial some time since at Portsmouth, but, was not concluded, owing to the breaking down of one of her paddle-wheels. January 14th, the necessary repairs and strengthening of her wheels having been completed, and the tide serving for the purpose, the Alberta completed her trials, under the superintendence of the port officials, preparatory to being announced ready for the service of Her Majesty. At 12h. 30m. p.m., she steamed out of the harbour, the weather being very thick at the time, and creating most serious doubts whether the trial could take place.

On reaching the trial ground in Stokes-bay the marks on shore could barely be distinguished, but soon afterwards the atmosphere clearing a little, the yacht was at once put on the "mile," and six runs at full boiler power were obtained, with the following results:—

No of runs	Time, min, sec,	Speed of Ship, Knots.	Steam, lb,	Vacuum,	Revolutions of engines,
1 ...	3 49 ...	15·721 ...	27 ...	27½ ...	49
2 ...	4 16 ...	14·063 ...	28 ...	26½ ...	47
3 ...	3 48 ...	15·789 ...	28 ...	27½ ...	49
4 ...	4 7 ...	14·575 ...	28 ...	27½ ...	49
5 ...	3 41 ...	15·209 ...	28 ...	27½ ...	49½
6 ...	4 10 ...	14·400 ...	29 ...	28½ ...	49

The first mean speed of these runs was, in knots, 14·892, 14·926, 15·182, 15·432, and 15·344 ; the second means were, 14·909, 15·054, 15·307, and 15·388. The mean speed of the yacht at full power, with and against the tide and wind, was exactly 15·164 knots. At half-boiler power, so far as could be managed by shutting off half the boilers, the following results were obtained :—First run, 3m. 45s. ; speed, 16 knots ; second run, 4m. 43s. ; speed, 12·721 knots ; third run, 3m. 49s. ; speed, 15·720 knots ; fourth run, 4m. 49s. ; speed, 12·631 knots. The first means of these give 14·360 knots, 14·221 knots, and 14·176 knots ; second means, 14·291 knots and 14·148 knots ; and mean of means, 14·219 knots.

In making the circles the results were as follows :—With full power, starboard helm, half circle, 1m. 26s. ; full ditto, 2m. 58s. ; port helm, half circle, 1m. 28s. ; full ditto, 2m. 30s. The angle of the rudder was in both instances $24\frac{1}{2}$ deg. With half-boiler power the circles were made with the results as follows :—Starboard helm, half circle, 1m. 59s. ; full ditto, 3m. 10s. Port helm, half circle, 1m. 37s. ; full ditto, 3m. 3s. The helm in both cases had an angle of $25\frac{1}{2}$ deg.

The machinery worked admirably—we might almost say better than any yet seen afloat. The speed of the yacht as attained, which was really under the most favourable possible circumstances of wind and weather, does not, however, at all correspond with the power developed by her engines. A fair rate of speed was certainly obtained, but this was only done by the power and efficiency of the yacht's engines, and not at all by her form of hull. On the contrary, it is almost impossible to imagine a vessel to perform duty as the Queen of England's yacht more unsuited for the purpose. She has been built, according to Admiralty designs, to ply between Osborne and the main land, with a less rolling motion, a less draught of water, and a greater amount of deck and cabin accommodation than is now possessed by the screw yacht *Fairy*. In all these very desirable qualities the *Alberta* falls far short of the *Fairy*. The *Alberta* is not fast under steam ; she has very scant accommodation, indeed, on deck or below, and she draws far too much water to allow her to supersede the *Fairy* for general work in Her Majesty's service, for the Trinity-pier in Cowes harbour, or for Osborne-pier.

It was a day of smooth water and very little wind, but the sea curled up under the *Alberta's* bows, when at the measured mile, nearly level with her upper deck, while at the same time a sea followed on each quarter almost sufficient to break over the ship, and under full speed the afterdeck is continually swamped with the sea flung on board.

On the 19th January, she had another trial under steam at Portsmouth, and on this occasion under the personal supervision of Rear-Admiral R. S. Robinson, Controller of the Navy, who was accompanied by Rear-Admiral George Elliot, the energetic superintendent of Portsmouth Dockyard. Captain H. Broadhead, commanding the Steam Reserve of the port and Her Majesty's ship *Asia*, had the command of the yacht, the detailed working of the trial being carried out by Messrs. Murray and Ward, of the dockyard steam factory, and Mr. Murdoch, inspector of machinery afloat. Mr. Cradock, master shipbuilder of the yard, and part of his staff were also on board. The conditions of the trial were very different to those attending her trial as above reported. On that occasion she drew 7ft. 1in. of water aft, and 6ft. 10in. forward, being thus 3in. by the stern. This day she was trimmed at an equal draught forward and aft, or "on a even keel," to use a technical phrase, and this at a draught at starting of 6ft. 10½in. This, as will be seen, gave the ship a less average draught of water, and consequently considerably less displacement than on the previous trial, and had therefore an important bearing in relation to the ship's speed and her behaviour under steam, and especially so at full power. This alteration in the vessel's draught was attained by taking all her moveable weights that could be possibly spared out of her—such as her anchors and chains, boats' davits (the latter massive enough for a frigate), &c.,—and starting her with only 14 tons of coal in her bunkers, in lieu of 25 tons as before, and only partially replacing these removed weights by nine tons of iron ballast on the upper deck, which served as "trimming" ballast during the trial.

Shortly after noon, the Controller having arrived on board, the *Alberta* turned ahead and left Portsmouth harbour for the measured mile in Stokes Bay, gradually increasing the revolutions of her engines until reaching the *maximum* number on former trial—49—when she was placed on the mile, and a pair of runs taken with full-boiler power with the following results :—

			Time.		Speed	Revolutions of
			m. sec.		knots.	Engines,
First run	..	...	3 58	...	15.126	49
Second run	...	...	3 44	...	16.071	49
Steam, 27lb.; vacuum, 26½.						

The mean of the two runs gave the ship a speed of 15.598 knots against 15.164 knots obtained with full-boiler power on previous trial. These two runs were deemed sufficient with full-power, and the ship was then run off the mile ground and through Spithead, to give time

for blowing the water out of the two after boilers, and trying her next over the mile with her two forward boilers, or half-boiler power. In trying the yacht with half-boiler power on the 14th, it was done in the ordinary manner—simply by shutting off one-half the boilers. By, however, getting rid of the water altogether from the two boilers cut off the yacht got rid of so much weight, and the result of this measure was that on the required amount of ballast having been shifted from forward to aft to still keep the vessel on an even keel the ship's draught of water was reduced from 6ft. 10½in. to 6ft. 8in. Under these very advantageous conditions a pair of runs were taken over the mile with these results :—

			Time	Speed	Revolutions of	
			m. sec.	knots,	Engines.	
First run	...	...	4 22	...	13.740	41½
Second run	...	...	4 0	...	15.000	41

Ship's mean speed of the two runs 14.870 knots against 14.244 knots on the 14th. The difference in the gain in speed between the full and half power runs is a sufficient proof that the vessel is overweighted, or, perhaps, speaking with a more correct definition, that the engines and hull are out of proportion to each other. The difference in speed in the runs obtained now and those of the 14th, is due solely to the decreased draught of water and consequent hull displacement. This latter circumstance, together with the fact that on the occasion the yacht was sailed on an even keel, instead of three inches by the stern as on first trial, also doubtless had considerable effect in reducing the size of the rolling waves of broken water which curl in under the vessel's quarters and rise up on the bluff of the bows.

Although, as we have said, these unpleasant accompaniments to a vessel's course were reduced in size, they were not prevented, and the Alberta under full-power carries with her on her course a perfect tempest of a sea when the water clear of her is, comparatively speaking, smooth as a mill pond. The second trial gave no reason for materially altering the opinion expressed relative to the form of the Alberta's hull. It may be considered possible to explain existing defects to a certain extent by referring to the restrictions laid upon the designers of the vessel relative to her length and draught of water, but this would not meet the entire case, nor, indeed, should explanations at all be needed to render perfect in the present day a yacht specially designed and constructed for the Queen. It is very probable that the visit of the Controller to the yacht, will cause some alterations in several portions of her fittings, which are almost as unartistic in their character as is the hull.

The machinery of the yacht during the trial was in charge of Mr. Matthews, one of the partners in the firm of Penn and Son, the makers, and elicited approbation from all on board by the manner in which it performed its work. The diameters of the cylinders are 48½ inches, with a 4-foot stroke, and the engines in their general plan are similar to those of the Royal yacht Victoria and Albert, which were manufactured by the same firm. The wheels have feathering floats, with a diameter of 14ft. 9in. at the axis. In producing the Alberta's engines the Messrs. Penn have added to even their former high reputation.

The weather was exceeding favourable for the trial, the water being smooth, with the wind at a force of about 3 from S.W.

THE TRADER OF RIGA.

It was nearly half an hour after sunset in the last days of May, and probably the same portion of time before high water in the Thames, when a small boat was rowed alongside a merchant vessel, whose bows and hull, lying deep in the water, and prow turned seawards, with blue streamer fluttering aloft, announced her cargo to be all stowed on board, and ready to drop down the river, that evening on her voyage; and two men, one of whom lingered behind the other, to give some parting charges to the crew, leaped into her, and having commanded the watermen who worked her, to rest on their oars, while they stood to inspect, for a moment, the trim appearance of "The Mary Ann," who had been painted and ornamented anew for the present venture and trip, sat down then on their benches and pushed on to the Tower stairs. The profession of the persons, as might be inferred from the similarity of their dress and air, was evidently the same—the business of both was on the seas, but the look and indifference of the man, who occupied the stern of the boat, indicated the superiority of his rank—he sat half turned from his companion, looking earnestly upon the brig they were fast gliding from, and often gazing on his watch, while he murmured inaudibly some low toned expressions of impatience and anxiety—his well bronzed features were handsome, though wearing a trace of some former sadness, which yet lived to check the fire that broke from his bright but haughty eyes, whose every glance was marked and watched by his mate, a personage of strong and athletic make, whose nation seemed Sweden, but whose home, whatever port he then was anchored in—an appearance of wild and animated simplicity—a loud voice and boisterous laugh, could

not cloak a character and habit, more designing and sinister, than usually belongs to the "Son's of Neptune, generous, brave and bold;" when they reached the point of landing, he addressed the master of the *Mary Ann*.

"It is nearing fast into the night, Mr. Burton, but I hope you will not be late; that peevish supercargo, I fear has wearied you, as he did all hands on board; you seem well jaded and tired, and well as I love the little brig, I think I would scarcely spend twelve such other hours as the last, to change places with you, and be her master."

"They were indeed, most toilsome and laborious, but the freight was worth it, and will repay us for our care. Now Henrick take this letter, and drive at once and with haste to my son's chambers in the Temple, I shall be at the Ship in the Minories, where I shall wait him; lose no time, but send him to me—and then away on board, Henrick, and weigh."

A coach then passing near was hailed, and Henrick saluting his officer stepped into it, observing through the small window in the back of the vehicle, the form of Burton as long as the line of street left him visible among the throng. "Hah!" said he, "he turns to look after me—surely he cannot suspect—no, no, it is impossible—we must succeed,"—and stretching himself on the cushions, he rested in silent thought, while the hacked and tortured horses bore him in a gallop over the pavement to Temple-bar.

Meanwhile the master of the *Mary Ann*, pursued his way through the labyrinth streets of the town and Jewish hamlets, until he made the point he had been bearing down on—the inn lay directly opposite the Synagogue, into which numbers of the progeny of Abraham were entering to hear the evening service of their ritual, many of whom exchanged salutations with Burton, as they past him on their way. He was ushered through a long sanded passage, and up a curved flight of stairs into a small retired parlour, the half door of whose single window looked into the narrow yard, furnished with seats and tables, where the patrons of the ship were often wont to adjourn, to enjoy at the same time the evening air and the weed of Virginia—a round table of dark brown mahogany—two heavy high backed chairs, whose cushions were worked of threads of many coloured worsted—a low hard sofa of the same pattern—a mirror, whose frame was wrought of ebony and gilded mouldings twined alternately like interlaced serpents—a commercial directory and nautical almanack, were the furniture and decorations of the apartment; some refreshments in services of massive china were laid out soon after his arrival, but they lay untasted before him, and he

turned from the long table, and raised the window to its utmost height—his view was bounded and diversified by the various shaded hues of the old brick walls which supported the high antiquated street, where stood the stores and counting-house of Messrs. Neville and Co., the registered proprietors of the brig he commanded, and in whose firm he was a junior partner. Francis Burton had still, through the conflict and calculations of commercial cares, kept in remembrance his young emotions of poetry and figurative imaginery; and now, after the harrassing business of that hurried day, stood alone and tranquil, to mark the stillness of that serene, though melancholy scene. Nothing to a common eye can be more repulsive, or barren of situation and incident, than the blotted masses of buildings that form the picture of a city, when (stepping to it were behind the frame and canvas,) we survey it from the rare windows of a mansion; but a lively and cultivated fancy, if it does not *even there* find romance, can colour and invent. Time had stained and bleached the walls and painted wood work of the house into every component hue, the sun's rays can be resolved into, which were softened down into light and dark patches by the beams of the faint sunset, that alternately found repose and reflection on the surface of the masonry—beneath the windows, a long flat-roofed room had been added to the original structure, and on the terrace a large urn of grey stone carved and embossed, had been set up, for what purpose he was ignorant—it might have been a monumental memorial to some former Alderman of the ward, whose bones were quietly resting in St. Olaves, Jewry, or, haply it was a relic of the Romans and coeval with the Bacchus, or—but no matter there it was. A lofty steeple projecting far skywards, the sign and emblem of the temple it shadowed, crowned and concluded the portion of the Babylonian panorama submitted to his inspection. As night's curtain was fast descending on the prospect, and Burton closing the window against the wind that was now chill and biting, the door was opened, and his son, a junior portrait of himself, had clasped his hand.

"Ah, father, no—I cannot enjoy the wine you press me to taste, my spirits are so low; the last time you sailed for Riga you promised I should be the companion of your next voyage, and here I'm a second time left behind—God knows I am well tired of the city and the confinement of the Inns."

"I have staked already too much at one risk, the freight that is floating in the river is worth my all; if this run is fortunate, you will in after life bless your father for his sagacity and skill. If disastrous, why—"

"Father, what then ?

"We will both be beggars, Henry ; therefore do I divide my resources—I may want a friend and agent here, one of whose fidelity I have no doubt. Are you satisfied *now*, Henry ?"

"With this arrangement now I am ; but fear that you are too well satisfied with all under your command."

"I know all the men well, they have sailed with me for years.—Hendrick I know has never been a favourite of yours ; but he is an experienced seaman and always does his duty. Why then should I quarrel with him ?"

"It may be prejudice and it may be truth, so let it pass, you have a roll of the names of your crew about you—read it over for me—good—now read that."

"Why, where found you this? 'I shall be on board to-night—R.T.'"

"Those letters do not correspond with the name of any man in your brig, they manifestly point to a stranger ; I found it on the mat in the in the carriage that conveyed Hendrick to my rooms, and returned here with me, you perceive it is directed to him."

"Well, it is strange, Hendrick never appeared discontented with my management of the vessel, I always paid him liberally, we never had an angry word or altercation, but it is some love adventure—nothing more. I shall write to you from Riga, Henry."

"Father, I once surprised you ; when walking down one afternoon among the docks and shipping, by pointing out to you, even while they lay at anchor, the vessels that were to sail with that evening's tide. I knew by the ripple and hoarse current of the waters which seemed to whisper of other shores, as they leaped up and about the ribs and keel of the craft, which, with instinctive and impatient life were starting from their cables, to answer the challenge of the summoning waves ; I knew, I say, the vessels that were destined for departing—you laughed at my nonsense, until repeated trials proved my prescience—now, as surely as I marked then the outward bound, do I suspect, at this present moment, a plot and treachery on board your brig—let me accompany you even for a few hours, you can put me ashore any where along the coast, and I undertake to foil and discover the conspirators—I am studying the theory of finesse, let me have a little experience in its practice."

"I yield, Henry—you shall embark along with me, and it is time to think of it—'tis nearly dark—Hendrick I dare say waits for me—ring and see is he without. The peal of the bell was announced by the appearance of the mate, who wore his large night watch coat, buttoned so

high as nearly to meet the low broad hat which was slouched down low over his eyes.

"Are we threatened with hard weather, Hendrick, that you have hoisted your storm signals? But we had better stir—Mr. Henry comes in the boat with us."

The man started, and hurriedly raising his hat, gazed on them in alarm and confusion.

"You don't say so, Mr. Burton, the boat is overladen already with luggage, in fact dangerously so for the swell that is now in the river: besides there is no accommodation for Mr. Henry on board; not a spare berth or hammock.

"Mr. Hendrick, you will obey without remonstrance whatever orders the master of the *Mary Ann* thinks proper to issue. I shall bear without murmur or complaint any personal inconvenience, as well as I shall meet every risk or threatened danger without apprehension or fear."

Hendrick, spoke not, but preceded them to the boat, in compliance with the directions of Burton, who with his son followed him to the wharf.

The night was now dark, and black as the river to which they forced their way through the thronged stand of coaches, with their usual attendant appendages of villany, that line the approach to the water-side. Their boat lay the outermost from the landing place, and they were compelled to step athwart the intermediate barges, that were drawn up in readiness for any unexpected fare; in doing so Burton remarked they received as much indirect opposition as the watermen could safely dare to offer; and a wave having raised their own boat, and carried her farther off into the middle bed of the river; he was obliged to present a pistol at a bargeman to oblige him to heave to and take them in until they reached their own—having keenly examined the features of the boat's crew, he discovered that one of the men who had rowed him ashore was absent, and that his oar was worked by a stranger who pulled farthest from him, and stooped down low to shun his scrutiny—he communicated his observations to Henry, who turned his eye for an instant on the man, and replied, "Shoot him if he attempts to go on board." No further words passed, and silently and quietly they darted down the tide—when the brig at last loomed near them, a light was hoisted in answer to their hail, and they were slowly gliding under her bows to catch the thrown out rope, and Burton had grasped the ladder steps to mount, when a scream was heard, "Heavens, we are run down"—their boat lurched violently and shipping a sea, overset,

immersing all in her, except the master, who anticipating the shock, had clung to the ladder, and sprung safely on deck. With horror he saw Henry struggling in the current, but in vain, as the tide hurried him impetuously down. "Out with a boat and save my son!" he shrieked in agony; but Hendrick and the others, who being powerful swimmers, had all escaped, and got on board, lingered so long in unlashng a boat and manning her, that the unfortunate father soon lost every trace of his son; and even his beseeching cry for help was no longer heard rising wildly from the deep. The infernal contrivance of Hendrick for the destruction of young Burton, whose presence in the ship he so much dreaded, was however, baffled: a long-boat of a man of war going ashore for fresh provisions, heard Henry's voice, and pulling towards him, rescued him, as he was sinking, senseless and exhausted. Next morning Henry awoke, as from a frightful nightmare, to find himself the inmate of a poor but comfortable victualler's in Rotherhithe, and to thank his deliverers for his miraculous preservation. With the night had the *Mary Ann* also departed—her moorings were deserted—she had sailed, and Henry returned to the city, his mind burthened with a gloomy presage for his father's fate; he knew he had escaped drowning, and he was convinced that Hendrick upset the boat intentionally; but the anxiety and grief his father would feel, as long as he remained ignorant of his own deliverance, distressed him with a sorrow he could not shake off.

When Burton thought that night his son's destruction to be inevitable, he went below in a state of recklessness and despair, and leaving the command of the vessel to his mate, shut himself up in his cabin, abandoning entirely his duties; nor could the noise and bustle overhead of weighing anchor and setting sail, arouse his energies, or recal him to his post in the ship.

To recover from the heated confinement of the small, close cabin, he, in the twilight of the following evening, appeared on deck. They were beating up the Channel with a favourable breeze, and wearing fast from Old England's cliffs, on whose extreme point the last halo of sunset rested, rich and bright, as if melting into the canopy of golden clouds that spread magnificently over the horizon. The bell had rung—the watch had been set—the lamp over the compass, and its symbolic card, was burnished and kindled—the light slung up at the mast-head, and the remainder of the crew had turned-in to enjoy their stated hours of repose,—all, except Hendrick and the stranger, whose presence in the boat had awoke Henry's suspicion: they were sitting in the fore-castle, absorbed apparently in smoking, but Burton observed

they at intervals spoke secretly and in whispers. The surprise Burton had received when the accident of the previous night occurred, prevented him from considering its probable cause ; but after deliberation, the calmness of the night, and the experience of his crew, being taken into account, he could not remove from his mind the impression of a murderous and premeditated attack having been made upon his son's life and his own. He looked again upon the man who sat with his mate, having obtained, for the first time, an entire view of his person and features, and an electric thrill of recollection vibrated through his brain, as his character and name were re-mirrored by his memory. In the associate of Hendrick he recognized a person who had formerly been a partner in the firm he belonged to, but having been detected by himself, shortly after his election, in private gambling speculations, which would have inflicted loss and disgrace upon the whole company, had been prosecuted and expelled from the partnership. Burton had received many letters unauthenticated by signature, threatening a heavy debt of vengeance, and promising punctual payment ; but, until the present moment, he had slighted and scorned them. Now—by night—on the dark deck—in a lone ship, with the remembrance of, as he feared, a lost and murdered son yet fresh upon his heart—his wavering officers, and, perhaps, a bribed and purchased crew, the presence of the enemy who had tracked him with unwearied perseverance, did shadow his soul with a mysterious horror. His dagger and pistols he had left below, and he resolved to resume instantly the protection and confidence his arms could not fail to afford. His foot was on the quarter-deck steps to descend, when he was seized from behind, and his arms pinioned with a rope coiled round him by the helmsman, who had deserted the wheel to lay hold of his person ; while at the same time the hatches were fastened down over the cabin by the mate and his associate, so that any cry for assistance, or effort for resistance or escape, were debarred and frustrated. The other two villains, pale with their fiendish determination, then advanced upon him, each producing pistols belonging to the vessel's arm-chest, which they cocked and presented at his head. Burton saw his fate, and did not ask for mercy.

"You are cowards—you are murderers !—may the guilt of my soul, which you hurry to its judgment before its hour, be on your hearts and consciences, when we appear again together !"

"Burton, be silent—you know me well—my story, and my wrongs, and my ruin, you know better. Your death for my bankruptcy leaves a clear sheet between you and Richard Terry. Overboard with him, Hendrick."

Without a scream, without a sigh, the deed was done—the living man was given to the cold destroying waters; and the brig sailed on, leaving her commander sunken in the ocean waves.

"Fallen overboard," was the answer given to the crew that inquired for the master; and some suspected, while others kept silence, and *were satisfied*. The vessel's course was changed by Hendrick, who took the command, from Riga to Stockholm, which port she made in safety, and as Burton had not been known by the merchants resident there, the cargo was disposed of without difficulty or detection. All hands on board were then paid off and liberally remunerated—the brig sold to a South American privateer—the helmsman and his guilty employer, who assumed the name of Williams, remained at Stockholm, while Hendrick returned, after some months, to London, to spend and revel on his share of the blood-polluted proceeds, in the mighty metropolis, which yields the best temptation to vice, and the readiest facilities for procuring the means of its gratification, and escaping observation of its depravity. When the return of the ship had become due, and the firm had received no letter or account from her commander, the agent at Lloyd's being also ignorant of her fate, and having communicated on the subject with his son, who informed them of his own suspicions and alarm, they adopted every measure that could induce a discovery, but without success, and two years rolled over, without offering the least clue to trace the mystery that enveloped the transaction, or refute the conclusion they arrived at, of their vessel having foundered at sea with all on board. Henry thought otherwise—that an act of villany and treachery had been perpetrated, he felt assured—from whose consequences he had also suffered severely, as the sudden cessation of the payment of the sum his father allowed him, had prematurely thrown him on his own abilities for support, and resources, to pursue the profession whose arduous study he had commenced; these ends, however, he was accomplishing, while he sedulously watched every occurrence connected with foreign trade and shipping—mixed with seamen of every craft and clime; and visited every mart, scene, and haunt of many-coloured life—pleasure and crime, to gain the knowledge and information he pined and thirsted for—all the shops and stalls where the old and second-hand articles of every purpose and description, are retailed for the seamen's stores and equipment, he ransacked and explored, in the chance of finding some property that could be tracked to any of the ship's crew; but nothing could he see to claim as belonging to her. In the repositories where poverty and theft pledge their substance and spoil, he made frequent searches, and at last excited

the curiosity of one of the proprietors, by the diligence and perseverance of his investigation. Henry frankly told him his motive, and made it an affair of business between them, by promising him a liberal reward for any assistance he would render.

"Well, Sir, two days from this, at the same hour, favour me with a call ; I think I may be able to do something for you."

And tediously the minutes sped until the time arrived to set out for his rendezvous in Thames-street. A long familiarity with the obscure quarters of the city enabled him to adopt the most intricate lanes and windings to shorten his path, and thread them fearlessly by night and day. When hurrying through some of the least crowded passages, on turning round occasionally to satisfy himself of the identity and certainty of the localities, he observed that he had been followed undeviatingly by a man, who still preserved an equidistant interval between them, but evidently had been tracking his steps by design : his dress and appearance marked him externally as a foreigner, but dark moustaches and a Parisian style, may veil a naturalized swindler full as frequently as they mask an exquisite of fashion. The man still continued behind him, until he came to the turn of the street he sought. Henry to throw his pursuer out, did not pass down it, but walked straight on for some distance, when he abruptly stopped, and wheeled round—his unknown spy had disappeared. He then rushed rapidly back to Thames-street, and with some little wonder, saw the person entering the office where he also was proceeding. An under clerk, who seemed to be expecting his approach, ushered Henry through dark discoloured rooms, where goods and valuables of every nation's use and manufacture, were warehoused, back into a small private apartment filled with old plate and pictures, black with mould and dust, confusedly heaped together ; the floor was, as it were, cushioned with rich carpets strewn in layers over one another, and the faint daylight beaming in through the single window, curtained with heavy tapestry, scarcely broke through the gloom of luxury and wealth that rested on the broker's treasury. His conductor pointed a sofa to him, and retired, locking the closed door after him. Ere his eyes could take a second survey of the room, a door, on oiled and noiseless hinges, opened from the wainscotted partition behind him, and gliding back into the grooved niches which corresponded with the curvings of the walls, left the owner of the stores standing near him—a pale, spare man he was, with penetrating grey eyes, and long hands, which he opened and shut incessantly, as if clutching the fruits of his mental calculation ; his enunciation was whispering and rapid, as if he dreaded the flight of time would encroach

on and interfere with his profits. He advanced hurriedly to Henry, gazing, as he walked, on the old Spanish clock that ticked above the mantle-piece.

"We understand each other clearly, so we will to business, without delay: can you describe and identify those articles?"

While he spoke, he had stooped on one knee, thrown the carpet off the floor near the sofa, and by a small iron ring, raised a trap-door which opened from a false floor, that had been constructed a few feet beneath the boardings of the room. He drew up a package covered with green baize, which, when uncovered, Henry perceived to be a box, made from polished buffalo horn, silver clasped. The lid was raised, and in the purple silk compartments were glittering sets of jewellery, cameos, antique coins, and bullion of pale and heavy gold.

"I do identify them, as the consignment to a Jewish merchant in Riga, from one of my father's constituents, with whose safe conveyance he particularly charged himself."

"How can you prove your evidence?"

"By my oath!"

"Ha! ha!—good, but insufficient: I could produce a dozen witnesses to swear they saw me purchase and pay for them at Hamlet's: so that we could outnumber you. Can you guess how they came here?"

"But one may—bring within this dagger's length the plunderers, (and he drew out a sharp, long blade,) be they few or many, and I shall learn the secret and share it with you."

"Give me up that weapon, and you shall see the chief—nay you must—I shall have no blood spilt *here*—control your temper—be calm—business never can be well done without coolness—that years will teach you; sit down here and wait my entrance."

Henry thought his heart would throb and spring from his breast, so violently it heaved, as he listened for the steps that moved towards the door.

"Walk in, Sir; here is the gentleman who waits to treat with you for the jewels."

The person whom the broker addressed with his sneering invitation came stalking in, and Henry heard him questioning, "Can we *both* depend upon him?"

"I can depend upon him—you may remove your cloak and be yourself."

And Henry saw the same man who had dogged him that day—a second glance—and he knew him.

"Why, gentlemen, you stare on one another as if you recognise a mutual friend ; have I taken all this trouble to introduce old acquaintances ? But perhaps there is some mistake ; can I assist you in your recollection ?"

The trepanner of the guilty Hendrick, who, during the interview, seemed endowed with the sardonic malice of a fiend, walked over to the window, and lighting a green wax taper, held it close up to the appalled and wan features of the betrayed wretch.

The first emotions of horror and wonder had froze Henry into torpidity, but a minute's thought sent his blood rushing in a fever he bounded upon Hendrick, and with both hands grasped his throat.

"What of my father, villain !"

The terrified broker prayed Henry to let Hendrick go.

"You will kill the man, here in my office—nay, I must save him then." And he attempted to stab Henry with his own dagger, who warded, and received the thrust on his arm, and struck him a blow that felled him on the floor.

When he arose from his fall, Hendrick was flat upon the ground—lifeless and still ; Henry on one knee, stooping over him, his hand still buried in his throat, which was stained with the blood that dropt from his wounded arm.

"Come, Henry, you have done enough ; rise, and let me recover the man from his faint."

"The waters do not give back their prey alive ! He sought to give me a bed, too cold and deep to rise from. My father's life I know he took—recover him if you can ; but I think he never will dog me again."

The broker felt the heart of Hendrick—it beat no more—he had died in that struggle.

Henry that night embarked in a Russian ship, and on his arrival, raised a cenotaph to his father's memory in a chapel at Riga, where he settled, and spent the remainder of his life.

SKETCHES OF NAVAL LIFE.*

BY AN OLD SALT.

CHAPTER XX.

ALTHOUGH the commercial Mr. Smithers, and the Hon. Mr. Vox, quoted in my last log, are rather the exceptions than the rule, still they may be, and are, met with in all passenger ships; but they are, by far, less obnoxious than a particular class of men who, whilst on shore, subscribe to the habits of good breeding as necessary to their position as gentlemen in the opinion of the class in which they move, but who, when in five fathoms water, throw off their mask of forced politeness, and revenge themselves on their fellow-passengers by a series of offensive habits, disgusting to witness, as showing the *real* tone and style of the man. These *are distinctly* the exceptions, and being of that peculiar genus who are very *good* fellows for a week, and shocking *bad* ones for a month, they become known, despised, and cut accordingly.

In fact, the very close juxtaposition into which all parties are thrown on board a transatlantic passenger ship, develops in a very short time the various peculiarities of each man to his neighbour, and pretty much on the principle of positive and negative electricity, does the animal magnetism within assist the mental liking or disliking to cling to or repel each other.

The English gentleman is ever too well bred to *offer* positive offence to any one, but in steamers crossing the Atlantic, where they share alike one saloon and deck, with many worthy well-informed, and well-bred men, they *give* (to say the least of it) negative offence, by shutting themselves up like oysters, and begging the question, or rather forming the erroneous opinion that, because *they do not* know their fellow passengers, their acquaintance is unworthy of cultivation. They fear to touch pitch and become defiled, and by this too sensitive exclusiveness, they lose all intercourse with many of the rarest flowers of skill, knowledge, science, practical information statistically valuable, and genius seeking expanse and power by embracing the world at large; and after remaining the emblem of an animated icicle for nearly the whole voyage, they discover, by mere accident of name or address often, that the seedy looking man of slovenly habits, whose propinquity they have systema-

* Continued from 164, vol. xi.

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tically shunned, is a perfect gem of lore, from whom intellectual light irradiates, as from a crown of jewels, give it but the reflection of a mutual halo wherein to display its brightness. These two men, having nearly touched each other for a fortnight become allied for the few remaining hours of their companionship, by the most perfect bond of intellectual feeling, and part, often to meet no more, the "gentleman" deploring that he did not know his literary friend sooner. Whose fault was it? His alone; at once the monarch of society, and the slave of its most stringest habit of exclusiveness, he gives with niggardly precaution, a cold pale light, a solar system without one ray beyond its own orb wherewith to reflect its brightness, a satellite of the star of fashionable *ton* and aristocratic birth, radiating light only on its own particular sphere. Why are Englishmen (I beg Scotland's pardon) the Anglo-Scotticism-Anglo race, so horridly exclusive? Here I don't refer to the "gentleman," the man of high birth and polished breeding alone, but to the whole omnium gatherum of men, of means, places, and money. Why do we insist on cutting people dead on the high way of life, because we don't happen to know them? For instance, take 75 per cent. of men, who move in good society, and put them on board a steamer amongst a lot of passengers they don't know, to cross the Atlantic, the chances are, they at once, and, as a matter of course, set down 75 per cent. of their fellow travellers as "snobs" and the result is easily seen., Coldness, shyness, civil reserve, doubtful courtesy, and frigid politeness close up every avenue to social intercourse and the friendly sympathies that so smooth the rugged path of life. Each link of the intellectual chain of existence remains unattached to its fellow, fearing it is dross; and, as a unit, loses all that moral strength which mental combination alone can give to physical matter. This social antagonism pervades all ranks, save the very highest and the lowest. Of these two, the first strictly attaches himself to his own set, the last are cut off, as unworthy of friendly association, from all intellectual intercourse with men of a higher grade, and revenge their neglect by yielding themselves up to the mere physical indulgence of sensual drunkenness and blasphemous obscenity of speech, most disagreeable to witness and listen to.

The labouring poor of other countries, not thus banished from all higher communion with their fellow men, feel they have a slight footing on the pedestal of social harmony, although but on its margin, and they keep their standing respectably and respectfully, and neither jostle nor crush those of higher rank and fortune, who cluster around its centre, often with struggles as to who shall first ascend its column, not a little annoying to their neighbours. How often have I seen the most intel-

lectual man on board remaining unknown, unspoken to, and unnoticed till the eleventh hour, when some wag or other would propose his health before parting on the morrow, hoping to hear some hesitating effort in reply, ludicrously lame or barren! Then has every one to mourn the days past by an ignorance of the speaker's worth and powers, as with that easy elegance of diction, born of high thoughts and noble aspirations, he says so much to the heart, and in so few words, that, as he closes his thanks, you sorrow that he ceases to speak, and that by you he has been so long unspoken to.

One gentleman of most retiring manner I have more than once sailed with, who certainly, if judged simply by his sea-going *tout ensemble*, as respected dress, might easily have excited curiosity as to what particular status he appertained. I think I see him now, seated on a camp stool, as with book in hand, and spectacles on nose, and jealous of all interruption, he sat, with bent head, poring over the pages on his lap. He wore what is called a wideawake hat, not one of those natty sort of fabrics of the present day, but *such* a hat, the first attempt at that style it must have been, and, but for his moral courage in buying it, a failure; and then the coat—to take one by the *collar* is rude, so I will not attempt to touch upon the colour supposed to have brightened on *it* ages before, but if black at its birth, it was not dying so, but, like its companion the voluminous overcoat, it was completely done brown; the continuities were alone redeemed from censure by the style of leg they covered; yet, despite old hat and coat and pantaloons and slippers, there was that indescribable something about this self-contained form, each looker on would acknowledge bespoke the gentleman; and then, as some lofty sail, such as a gaff-topsail, was setting, and he looked aloft, thought became conviction as you saw the ample forehead, massive chin, and intellectual eye and mouth brightened to the scene before him. Yet how many are there who, on a systematic habit of judging only from appearances, would lose all knowledge of the pearl contained within this shell, and go their several ways, glad in the exclusive pride that lost them all acquaintance with one of the first men of one of the first towns of Great Britain. I allude to no civic honours—a popularity so pre-eminently dubious, where the *laudatur ab his* is so often followed by the *culpatur ab illis*, has no charms for him; he loves to bestow—not to receive—to take by the hand art, science, skill, and every courteous, friendly intelligence, where his kindly pressure leaves a thrill, lasting as cordial; and, oh! rare gift of social charms, to preside over a table, where to be asked is to be made happy, and the oftener the more glad. These are pleasant traits of character, but who can say or ever know the many

gently silent ways in which his ample means are made subservient to the relief of poverty and distress. As the good Book tells us to admonish our brother, so does this man in *secrecy* give thousands with his right hand his left knoweth not of; and he of all men might have for years claimed the true honour of taking to heart the following beautiful precept from "The Economy of Human Life":—"When the fatherless call upon thee, when the widow's heart is sunk, oh pity her affliction, and extend thine hand to those who have none to help them. Let bounty open thine heart—let the wings of charity shelter them from death, that thine own soul may live!" The body that is tenanted by such a soul can well afford to wear an excruciatingly old coat and hat when on that sea boundless as his own generosity.

But I am led far away from the primary object of my digression from the G—frigate to steamers, and will conclude my observations on passengers by saying how very greatly I am indebted to my command of Transatlantic steamers for permitting me the honour of forming acquaintance with some of the noblest, most intelligent, and pleasing companions I have ever had the happiness of meeting. This charm being doubled by the presence of the lady passengers, who throw that soft light on the glare of general society, the moon may be supposed to shed o'er the turbulence of a storm. Where on earth was I? Oh, I had put back to New York, got a fresh supply of coals and seven more passengers, and started for home once again. Well, for two days, even after we had left New York, we got the fag-end of the old gale, but after that we got tolerably good and moderate weather, and I had leisure to order the contents of poor M'Avoy's chest to be brought aft, and sold by auction on the drumhead of the capetan, which was a painfully novel sight to most of my passengers, who took great interest in the mournful proceeding. I mention this in reference to what followed.

Amongst other things belonging to the deceased was a letter from his wife in Ireland to him in New York, begging him to come home, and as it had already led to his untimely death, and eventually to some curious facts which I am about to explain, I will give the reader its contents in *totidem verbis*, as it was written:—"Dearest James, wherever you be when you get this, for the love of the blessed mother of God come home to me, James dearest, for I'm nigh the down-lying, and I'm staying with your aunt, and she's but little enough, with the blessing of God, to keep the life in herself without me, and the child that is to be born to me, to feed and put clothes on; and my dearest James, it is not the money I'm seeking, but it is yourself, to be near me

in my trouble, that my heart may not break for the want of ye; so when ye get this, Jimmy dear, come soon to your loving and true wife,

CATHERINE M'AVOY."

These are the words as copied from the letter, the spelling is altered alone. After the sale of M'Avoy's effects, I read this letter to myself, and it struck me that if I read it aloud after dinner to the passengers, it might, from the simple and warm affection breathing through it, produce a subscription for the bereaved widow, perhaps even then a mother. As the day was our first fine one for a fortnight, I made it a champagne day at dinner, which was also a first-rate spread, at which everybody seemed pleased. So, with the dessert set out and silence requested, I rose, with Mrs. M'Avoy's letter in my hand, begging I might be permitted to read it to them, and saying that although it was my individual intention to forward her a five-pound note, my position as commander wholly prevented my taking the freedom of soliciting any contribution from them, but that I left the letter to speak for itself. And so it did, and to some purpose too, for by tea time that night, either a little over or a little under fifty pounds was collected, and placed in my hands, for the sole use and benefit of Mrs. M'Avoy.

Now, there was on board a countryman of poor M'Avoy's by name Sullivan, who knew his wife, as well as himself, so when I went on deck at 8h. p.m. I sent for him aft, when the following conversation ensued—

"What kind of woman is Mrs. M'Avoy?"

"Sur, she's a fine woman intirely, barring the face of her."

"Why, what's the matter with her face, Sullivan."

"Sur, its just hills and holes intirely, wid the small pox."

"Well but my good fellow, she can't help that you know."

"Divil a bit yer honor and she's an angel to *fellor* barrin the face of her."

"Well Mr. Sullivan, I suppose you have heard I have collected well nigh £50 for her to-day."

"I have sur, and the ship's company sur, says its the clane thing you've done by her, sur."

"Well, now Sullivan, are you married or single, eh!"

"Single intirely sur."

"Well then, pardon my speaking out; would Mrs. M'Avoy's face prevent your taking her by the hand as your wife."

"Oh be dad sur, not a happerth, for she's true at heart sur."

"Well then, look here, when we get into Liverpool, write home to her and ask her to come over, if she is fit, and send her this two pounds to bring her, you can find some place to put her in respectably I suppose?"

"Oh be the powers yer honor, isn't my ould mother in Liverpool in the granegrocery line, and sure its wid us she'll stop."

"All right Sullivan, go forward, and when she arrives let me know."

About a week after this Mr. Sullivan comes aft with a very red face and says "Hur's here yer honor."

"Who, Mrs. M'Avoy, where is she?"

"Sitting waping on my chist in the forecastle yer honor."

"Send her into my cabin Pat."

He lingered a moment and said—"Would your honer say a good word for a poor fellow if ye think it dacent while the tear's in her eye."

"Be off sir, and do as I bid you."

I saw the lady led aft to my berth, and I entered it and saw Mrs. M'Avoy, verily Pat was right about the face, but no affliction of disease could make her ugly. There was still the clear, straight looking entreating kind blue eye, and expressive mouth, so I thought if Mr. Sullivan did not try for her as a wife he was a fool. I told her how every one mourned her husband's loss, that I had the pleasure to tell her the passengers had liberally subscribed £50 for her, and that I had got him decently buried.

Then followed a succession of convulsive sobs, then the following exclamations, "Oh murther, oh Mother o'God, oh Blessed Mary, Oh sur, him that's down in the bottom of the sae and 'll never rise again, wid the want of the mass on his sowl, and the blessed sacrament of the Church."

Well, I did what I could, I gently opened my drawer and displayed the fifty good reasons I had for consolation, and they had their due effect. I then hinted that I thought Sullivan a dacent lad. "He was intirely, and the good son, and the sober boy:"—I said I thought she would do well to stay at his mother's for a little and wished her good day.

Another week elapsed, and again Pat came aft with a radiant face, and exclaimed "It's dun sur, she's Mrs. Sullivan sur, and the £50 sur, its lodged wid my £37 in the Bank sur."

I wished him much happiness, and as he said he was going to enlarge the granegrocery business I let him have leave of absence for a week, and thought no more of the matter. This was in December.—In April when the same hapless ship went out again, and I declined to retain my command and left her, Sullivan it seems went out in and perished with the rest of all hands.

Six months later having to take command of her sister-ship for the Belgian Government, I went to Liverpool, and shortly after my arrival

encountered Mrs. Sullivan in Lord Street. "Well, Mrs. Sullivan," says I, how are you."

"Begging yer honor's pardon sur, its not Mrs. Sullivan I am now at all, for wasn't he lost in the stamer sur, and meself was the lone woman wanting him, and there was a young man sur as lodged wid his mother, O'Brien by name sur, as sarves the bricklayers sur, and he said he'd be the good man to me sur, so I tuk him, and my name's O'Brien now sur."

"Well, Mrs. Sullivan or O'Brien, do you know what you've made of yourself within nine months—you've been a wife, a mother, a widow, a wife, a widow, and a wife, which I don't think quite the true potato my good madam."

"Oh yer honor, is it me year blaming and not the salt sea that tuk them from me, and me in furrin land wid only the ould mother to spake to."

"Well," I said, "God bless you and send you many another husband as you seem fond of odd numbers."

She seemed puzzled, put on that peculiar half stolid, half cunning look only seen in the Irish peasants' face when intending *not* to understand, but hoping to be on good terms with you, and curtsied herself off.

(To be continued.)

SUMMARY OF YACHTING IN 1863.

So much has been said and written on yachting during the past year that we are doubtful whether our annual review will be as acceptable as it has hitherto. However, having for so many years pursued that course, and added whatever matches had been unintentionally omitted, it will be unnecessary to enter into any further explanation. In our dockyard reports we have been favoured by some builders to whom we had written, with particulars and also dimensions of vessels launched and on hand. This cannot fail to be acceptable, and we publicly thank those gentlemen for their intelligence.

The Ranelagh Yacht Club was the first to launch its racing craft for the season on the 12th of May, on the Thames, when the *Vision*, 8 tons, G. Harrison, Esq.; *Ærolite*, 8 tons, J. P. Dormay, Esq.; *Novice*, 6 tons, J. Gardner, Esq.; *Nikomi*, 6 tons, Dr. Fuller; and *Jessica*, 8 tons, G. W. Charlwood, Esq. The *Novice* was first away, with a strong S.W. wind, but followed so closely by *Jessica* and *Nikomi* that the former soon went to the fore. It was a very pretty sight to see those little vessels staggering under a pressure of canvas, which at times

seemed enough to make some of them "turn turtle." The changes were many, except with Vision, as she having, passed the fleet, stood Al at Rosherville where they rounded for the return back to Erith, and which they reached in the following order:—Vision 7m. 10s. ahead of Ærolite, 14m. 50s. of Jessica, 15m. 35s. of Nikomi, and 16m. of Novise. The Vision received prize, value 12 sovs., and Ærolite prize, value 6 sovs.

On the 10th July the second and final match of this club came off between the same vessels, and the prizes also fell to the winners of previous match. There was very little wind, and therefore very little display of seamanship.

Before we proceed further, it will be necessary to say that the opening of the aquatic season on the Solent followed the first match mentioned above. This affair came off between Crusader, cutter, J. Sladen, Esq., Avoca, schooner, 50 tons, H. M. Godwin, Esq., and Constance, schooner, 43 tons, Lord Lowth (this last vessel was formerly the Lily of Devon). The course was from the station off Ryde Pier round the Warner, thence to the West Buoy of the Middle near the Brambles, back to the station; twice round. Weather squally with rain; wind S.W. On the starting gun being fired the canvas of the cutter was set in a twinkling, and she took the lead and kept it throughout, so that there really was not much excitement about the match. The schooners seemed under canvassed, doubtless in anticipation of the weather turning out worse than it did. With flowing sheets they scudded before the wind for the Noman, which, as well as the Warner, had to be left on the starboard hand; but they were soon hid from sight by a driving rain. When it cleared up they were hauling for the Warner, and they rounded as follows:—

Crusader	11	3	0	|	Constance	11	9	0
Avoca.....	11	6	30	|				

They then made a long reach on the starboard tack for the West buoy, and the superior weatherly qualities of the cutter over the schooners soon were apparent. The Crusader was never headed, and in fact they kept their position from the rounding the Warner to the finish, which was done in the following time:—Crusader, 2h. 7m. 20s.; Avoca, 2h. 9m. 50s.; and Constance, 2h. 40m. 13s. This was considered an excellent match.

On a subsequent day the Crusader and Emmet, 28 tons, W. W. F. Hay, Esq., had a friendly spin.

The yachts were started from their moorings about 100 yards to the westward of Ryde Pier, at 11 a.m., at which time the sea was like a

mirror, and not a breath of air stirring. In anticipation of a breeze springing up from the westward, the Emmet was under balloon jib and topsail. As there was a west-going tide, both yachts at 11.20 were drifting backward. Presently a cat's-paw sprung up from S.E., right ahead, instead of astern, as expected; accordingly Emmet struck both ballooners, and hoisted working sails, and passed the Pier at 11.28. Crusader shifted topsail, but did not shift jib until after passing the Pier at 11.31, by which she seemed to lose much time. Emmet was very lucky in picking up the puffs first, so by the time she got to the Sturbridge scarecrow she was showing her copper; whilst Crusader had hardly enough to start her. Emmet passed the scarecrow leading by five minutes at 11.45. Both made a long board towards the Horse scarecrow, which they passed as under:—

Emmet 12 13 30 | Crusader 12 16. 0

Emmet had as much wind as she wanted for comfortable sailing, for though of smaller tonnage she spread more canvas than her rival. Shortly after passing the Horse, both went about and reached in towards the Warner, passing it as follows:—

Emmet.....12 42 30 | Crusader12 44 0

Off Sea View they tacked again, and laid their course for the Nab. On opening the land they met a fine southerly breeze, and they shut in the point at Priory Bay, as under—

Emmet1 12 0 | Crusader1 14 0

We were not acquainted with the fact that the Nab had been recently moved somewhat more round Bembridge Ledge; so, with an ebb tide, we could not see that mark from our accustomed look-out, but the last-named times will show pretty accurately the difference in rounding. On coming into sight again, Emmet was under a tremendous spread of canvas, flaring before the wind, about two minutes ahead; and Crusader had balloon topsail, but more moderate jib: both on the port tack. Emmet had it all her own way seemingly, but as the wind was so variable, veering about to all points of the compass, there was not much speculation; indeed, at this time (2.30), the Aline was running up the westward with wind S.W., whilst a craft off Browndown was close-hauled with wind from N.W., and the yachts sailing the match picked up a breeze from N.E., which gave Crusader the weather berth. At 2.45 they were both becalmed off Spithead, Crusader having nearly closed upon her rival; and endeavoured to pass on her weather side. Whilst they were becalmed for half-an-hour, a delightful breeze sprung

up alongshore from S.W., and at 3.10 they picked it up, tacked, and made a board for the westward, passing Ryde Pier on their way:—

Emmet..... 3 27 30 | Crusader..... 3 28 30

As they laid their course for the Calshot the wind became W.S.W., or dead ahead, but Crusader wisely hugged it as close as possible, whilst Emmet was more free. Consequently, when off Hell-head, to avoid running ashore. Emmet was obliged to go about and make a short reach towards Cowes. Crusader held on, having a more westerly position, and at the same time the wind drew more to the southward, so she rounded the Calshot with a tack, and thus became the leading vessel for the first time during the match; and passed the Calshot about four minutes ahead of Emmet. It was a clever cut-out altogether. Having rounded the N.W. buoy they eased off, and at a spanking rate scudded away for the goal, Emmet gaining on her opponent, but the distance was not great enough to enable her to recover her lost seaway. The match terminated as follows:—

Crusader 5 32 0 | Emmet....., 5 33 15

Now we will return to the Thames, and reel off the doings thereon, previous to going oceanward. The Royal London Yacht Club unfurled its bunting on the 27th of May, when the two new aspirants for aquatic honors made their appearance viz. Phryne 56 tons, T. Seddan, Esq., and Vindex, 45 tons, A Duncan, Esq., with the champion of 1862, Phosphorus, 50 tons, W. Turner, Esq., Christabel, 48 tons, H. H. Kennard, Esq., Queen (late Lurline) 38 tons, Capt. Whitbread, and the Andax 62 tons, which had been entirely rebuilt during the recess of 1862-3. Each of the last four had been more or less winners in prior years, therefore it was with much anxiety the different vessels were scanned by those who understood the excellence of the Builder's art. Phryne and Vindex were however selected as the principal performers on this occasion, but being new some there were who speculated on the chance of a failure from the untried spars, &c. The result of this match has been given in the prior pages of the Magazine*, where it is shewn that the Vindex from time was awarded the chief prize, value 70 guineas, whilst Phryne received 10 sovs in cash. During the return passage the Phryne protested against her persevering rival, but for what reason no one who watched closely the tactics of the two vessels could surmise; but it was after their arrival asserted that the Vindex compelled Phryne to go about unlawfully. The Committee immediately on the respective owners meeting on board the Club steamer proceeded to hear evidence and were satisfied the charge was groundless. It is a

* See page 250, Vol. xii.

curious coincidence that at the first match of this Club in 1862 there was a protest.

Another match came off under the auspices of the Royal London, during the above race between a smaller class, in which the Folly, W. L. Parry, Esq., Vampire, Capt. Commerell and a new vessel called the Alexandra G. Harrison, Esq. contended. The prizes were a claret jug, value 30 sovs. for first vessel, and 10 sovs. for the second. The Alexandra had been launched but a few days, and could not be in proper trim, however her owner had constructed her for this match, and go she must. From the speed she exhibited on the outward bound voyage, and her having rounded at the Chapman 7m. 10s. ahead of the Folly, and 8m. of the Vampire, it was then anticipated she would be the winner, but on the beat back she was outpaced by both. The Vampire arrived at Erith 13s. ahead of Folly, and the latter 1m. 2s. ahead of Alexandra. As it was a time race the Folly received first prize, and Alexandra second. This vessel was built in a very short time of steel plates, at the Millwall Shipbuilding Company, under the superintendence of her owner.

On the 10th of June the Royal London held its second and last match for the season, when eleven yachts of various tonnages from 8 to 60 tons started in two classes—the smaller comprised Beesie, J. H. Hedges, Esq., Vision, 9 tons, G. Harrison, Esq., Violet, 9 tons, Lord De Roa, and the Ærolite 8 tons, J. P. Dormay, Esq. The prizes for this class were a Silver cup, value 20 guineas for the first vessel, and 5 sovs for the second. After a smart race they returned to Erith in the order above placed.

The other match was for a Silver gilt cup and salver, value 50 sovs. for the first vessel, and 10 sovs for the second, to be sailed in sea-going trim. This brought the following to the fore—viz: Mars, 37 tons, G. Haines, Esq., Queen 38 tons, Capt. Whitbread, Amazon, 46 tons, Capt. H. F. Smith, Emmet, 36 tons, W. W. F. Hay, Esq., Glimpse, 36 tons, J. Clark, Esq., Avalon, 38 tons, J. Goodson, Esq., and Volante 60 tons, H. C. Maudslay, Esq. They started with a strong E. or E.S.E. wind, amid a sharp sprinkle of rain under orders to proceed to the Nore, but the wind falling light the course was much shortened, and in rounding the Volante led the fleet, which performed that manoeuvre in 11m. 30s. Throughout the contest many changes took place, and eventually it ended by Mars coming in first, followed in 1m. 5s. by Emmet. This vessel protested against her measurement, being possessed of a R.T.Y.C. certificate as a 32 tonner. The prizes were withheld at the time, but some time after the Committee awarded the first prize to Mars, and the second to Emmet.

The Royal Thames Yacht Club commenced its season on the 28th of May, on which occasion the *Vindex*, *Phryne*, *Christabel*, *Queen*, *Phosphorus*, and *Audax* started for a first prize, value 100 sovs., and a second, value 50 sovs. This meeting is termed the Derby of Old Father Thames, and great numbers attend it from all parts of the kingdom; the light winds sadly disappointed them, as at times it was little more than a drifting match, and consequently many changes took place between the vessels, as each was favoured with a cat paw. The two new craft were, of course, the centre of attraction; and well did they merit the opinions passed on their appearance. It was evident that the crews of the respective vessels were anxious and excited, especially those belonging to the new cracks, between them was a feeling of rivalry. The result of the previous day's race in the Royal London match had tended much to make them alert in their movements. The start was pretty well altogether, the *Phosphorus* having the best of the lead for some way down, hard pressed by the fleet, and the lead was taken from her off Tilbury by *Vindex*, with *Phryne* close aboard, and *Phosphorus* third. On passing East Tilbury, *Phryne* challenged the *Ironclad*, and in a brief struggle obtained the premiership, which she maintained rounding the club steamer near the Chapman 38m. 20s. ahead of *Vindex* second, *Audax* third, *Phosphorus* fourth, *Queen* fifth, and *Christabel* sixth: the last five rounding within 2m. 36s. If this first half of the course was exciting, the second was much more so, as numerous changes occurred between them, and although the *Phryne* kept her position as leader, it was more than once jeopardised by being compelled to run through the lee of several large vessels. *Phosphorus* also showed some of her old powers by passing *Audax*, and gaining on *Phryne* and *Vindex*. It was fully expected she would save her time at least from *Phryne*. Fortunately, as they neared Erith, the latter, by a few judicious boards, was able to arrive at the flag buoy first, although not in sufficient time to save the principal prize. Her time of arrival being 1m. 27s. ahead of *Vindex*, and as the latter had to receive 5m. 30s., the leader had to be content with the second prize. The result of this and the previous day's matches suggested to the knowing ones that with plenty of wind the *Phryne* would be the principal winner of the season.

On June 11th, the second meeting of this club afloat was held, when two matches came off for second and fourth classes, that is to say, one between vessels above 20 tons and not exceeding 35 tons, the other below 12 tons. The prizes were liberal, and brought together in the second class:—*Emmet*, 32, W. W. F. Hay, Esq.; *Water Lily*, 26 tons,

T. M. Doddington, Esq.; the far-famed Phantom, 27 tons, S. Lane, Esq. In the other class the following started :—Octoroon, 12 tons, C. Long, Esq.; Ærolite, 8 tons, J. P. Dormay, Esq.; Wasp, 12 tons, Colonel A. Swinton; Bessie, 10 tons, J. H. Hedge, Esq.; and Quiver, 12 tons, Captain T. Chamberlayne. Three of these vessels were considered dangerous rivals to each other, having on previous occasions given undeniable signs of possessing speed. There was a good breeze on at the time of starting, and both had reefs down, more or less. The smaller vessels were started 7m. 10s. before the larger; the Octoroon led, and was not passed by Phantom (the leader of the other class) until she neared the Chapman. She was the third to round the Nore Light, viz. 5m. 10s. after Phantom, thus proving herself a worthy little sea boat. The Emmet was 1m. after Phantom, having ran the distance from Erith to the Nore light-vessel in 2h. 39m. The vessels still continued with reefs down, and the wind having veered to S.S.W. they had smartish work on returning, the water washing their decks repeatedly. Erith was reached by Phantom at 5h. 18m. 20s.; Emmet 3m. after, followed by Octoroon, in about 8m. The Phantom was presented with the prize in her class, a silver tankard, value 50 sovs. This, it was said, made her fiftieth prize, and that Mr. Lane had received by her winnings sufficient plate to stock a silversmith's shop, were he disposed to exhibit her trophies. The Octoroon received a prize of the value of 30 sovs.

On the 27th of June this club was again afloat, to witness two schooner matches—the first for vessels *exceeding* 100 tons, prize value 100 sovs.; the second *not exceeding* 100 tons, prize value 50 sovs. The Galatea, 143 tons, T. Broadwood, Esq.; Gloriana, 184 tons, A. O. Wilkinson, Esq.; Albertine, 155 tons, Lord Londesborough; Clytie, 64 tons, Captain F. S. Clarkson; Fleur de Lys, 77 tons, W. H. Birch, Esq.; and Intrigue, 83 tons, F. K. Dumas, Esq. There was an excellent breeze at the start, and it was a sight which is always much appreciated by sailors of every class, as those beautiful models of the builder's art spread their snowy canvas to defy old Boreas to do his utmost. The Albertine was rather hampered when getting underway, and thereby lost about thirteen minutes, but she proved herself a good boat, by coming in first, after having a spurt with more than one of her competitors. On the two prior days Alfred Cox, Esq., officiated as commodore, but on this occasion Lord Alfred Paget resumed the command, and was warmly greeted by the company on board the steamer.

The Prince of Wales Yacht Club, June 9th, celebrated what was termed an International Match, being an open race for all yachts under

15 tons.* The prize had been raised by subscription, and was a most splendid trophy, valued at 70 guineas. Eleven vessels were started, comprising Wasp, Octoroon, Ærolite, Quiver, Vision, Folly, Violet, Alexandra, Bessie, Red Rover, sloop, 14 tons, S. Nightingale, Esq., from Yarmouth; and the Violet, schooner, 13 tons, P. Bennett, Esq., from Harwich. With so numerous a match it will be obvious that many changes took place. The Alexandra led the fleet round the steamer off the Chapman at 1h. 40m. 20s., and in twelve minutes all had performed that manœuvre, and were on their return voyage. The partisans of the steel-clad craft were in great glee at the prospect of their pet beating the cracks of the Thames, but their joy was short-lived, for the Octoroon when off Holy Haven slipped past Quiver, challenged the leader, and beat her. From this time the Octoroon gradually drew away from the fleet, and was hailed the winner of the splendid prize 5m. 45s. ahead of Alexandra. The Folly was the third to round the flag buoy, and she had to receive from Alexandra 1m. 30s., but having the good luck to arrive 5s. within that time; she consequently took second prize, valued at 10 guineas. This was one of the most pleasant matches held on the Thames during the season.

The next meeting of this club, July 27, was a decided contrast to the one before mentioned; the prizes were two cups, value 25 sovs., for which the Octoroon only entered. Whether it was the dread of a chance-licking or not which deterred the usual craft from entering is uncertain, but whatever was the cause it sadly marred the pleasures of the day. The worthy Hon. Sec., James Burton, Esq., had presented a splendid telescope and compass for competition, to which the Club added a small cup for second prize, and the Novice, Vision, and Ærolite started, or it would have been a "blank day." The wind was very light, and voyage only to the Mucking occupied upwards of 6½ hours. The Vision received the telescope and compass, and the Ærolite the small cup.

As these are all the matches on the Thames, with the exception of the Temple Club (which has been unintentionally omitted, but will be noticed hereafter), our Summary will now extend to the various regattas distant from the metropolis. The first of which is the Royal Western Yacht Club of Ireland, on the 18th of June, when a cup, the gift of Her Majesty, was sailed for by the following cutters:—Coolan, 34 tons, G. Robinson, Esq.; Avalanche, 50 tons, J. Wheeler, Esq.; Avoca, 40 tons, H. H. O'Bryen, Esq.;† Heroine, 49 tons, J. C. Atkinson, Esq.;

* *Ante*, page 294, vol. xii.

† This vessel was formerly the Sibyl, Sir John Arnott.

Echo, 36 tons, G. Putland, Esq.; Surf, 54 tons, C. T. Couper, Esq. (her maiden race); Phryne, Crusader, Vindex, and Phosphorus, This prize, as all that are given by Royalty should be, was open to all yachts belonging to any Royal Club. This match attracted a numerous company ashore and afloat to witness the famed cracks of the Thames and much talked-of aspirant from the North. The day was propitious for match sailing, and as the Heroine led off, followed closely by Surf, with Phryne and the others in close attendance, great excitement prevailed. The Heroine showed well, keeping the lead for a considerable time, until nearing the flag-boat in Ringabella Bay, when Phryne, having passed the Surf, overhauled her and took the lead. After this the race was principally between Surf and Phryne, although the others were not idle. In returning to port in the second round, when running for the flag-boat in Ringabella Bay, the Surf challenged Phryne, and after a brief contest took the lead, which she maintained to the finish, arriving at the goal a few seconds ahead; Phosphorus third; Vindex fourth.

On the following day Surf, Phryne, Vindex, Phosphorus, Heroine, with Osprey, 62 tons, E. W. Nunn, Esq., started for a cup, value 50 sovs., given by the Secretary for Ireland (Sir Robert Peel). The Phryne led off with a slight wind, but on approaching the Spit Light it freshened; which enabled her to draw away from her competitors, to finish the race by coming in a winner upwards of 10m. 50s. ahead of Vindex, 11m. 20s. of Phosphorus, 15m. 16s. of Surf, 18m. 30s. of Osprey and 23m. 55s. of Heroine. The result was this race was a great surprise, and made the speculators rather gloomy.

Another match came off for a Challenge Cup, value 50 guineas, given by William Inman, Esq., over the same course as that for H. M. Cup. The Echo, Avalanche, Coolan, Crusader, and Avoca started. The last-named went off with the lead, which she kept until rounding the Spit Light, when by some mischance she kissed the bank, which enabled the Avalanche to come up; but her triumph was shortlived, as the Avoca again ploughed ahead. The wind having freshened the Crusader rattled after the two leading vessels, and succeeded in getting first. The two alternately, however, changed places; the Echo joined them, and when passing the Bar Rock buoy was third. The Avalanche now took a decided lead, and although frequently threatened by the Avoca she was loudly hailed the winner of the Challenge Cup. This regatta was altogether most successful, and great credit is due to the committee and officers, for their zealous endeavours to promote the true interests of yachting.

(To be continued.)

TABLE OF AMOUNTS WON, 1863.

Yachts' Names	Owners	Times Startd	Times Won	Value L s	Builders
<i>Aeolus</i>	T. Houldsworth, Esq.	2	1	50 0	Fife
<i>Ærolite</i> ...	J. P. Dormay, Esq.	4	2	11 0	Owner
<i>Albertine</i>	Lord Londesborough	4	2	205 0	Inman
<i>Alexandra</i>	G. Harrison, Esq.	3	1	10 0	Owner
<i>Algerine</i>	F. Rosomon, Esq.	2	1	20 0	Owner
<i>Aline</i>	C. Thellusson, Esq.	4	2	120 0	Camper
<i>Amber Witch</i> ..	Capt. Bacon.....	1	1	63 0	Wanhill
<i>Amazon</i>	H. F. Smith, Esq.	2	1	31 10	Harvey
<i>Arrow</i>	T. Chamberlayne, Esq	2	2	205 0	H. M. & P. W. Cups
<i>Audax</i>	J. H. Johnson, Esq	5	2	120 0	Harvey
<i>Avalanche</i>	J. Wheeler, Esq.	4	2	117 0	Owner
<i>Banba</i>	W. I. Doherty, Esq.	7	3	35 0	Marshall
<i>Belvidere</i>	W. Clabburn, Esq.	4	3	33 0	Read
<i>Bessie</i>	J. H. Hedge, Esq.	4	1	10 0	Harvey
<i>Bijou</i>	T. H. Kane, Esq.	2	1	10 0	Wanhill
<i>Blanche</i>	R. Morris, Esq.	3	3	8 3	
<i>Christabel</i>	H. H. Kennard, Esq.	5	2	102 10	Aldous
<i>Circe</i>	D. Richardson, Esq.	2	1	100 0	Steele
<i>Coral</i>	Capt. H. Bayley	2	1	10 0	
<i>Crusader</i>	J. Sladen, Esq.	4	1	20 0	Fife
<i>Echo</i>	G. Putland, Esq.	3	2	25 0	Chal. Cup, Dublin
<i>Fawn</i>	F. E. Holmes, Esq.	2	1	20 0	Atkinson
<i>Fern</i>	— Britton, Esq.	1	1	7 0	
<i>Fiery Cross</i>	J. Stirling, Esq.	1	1	100 0	Fife
<i>Fire Cloud</i>	J. K. Mansfield, Esq.	1	1	8 0	Owner
<i>Folly</i>	W. L. Parry, Esq.	3	2	40 10	Hatcher
<i>Galatea</i>	T. Broadwood, Esq.	3	2	150 0	Hansen
<i>Glide</i>	D. Fulton, Esq.	7	6	110 0	Owner
<i>Intrigue</i>	F. K. Dumas, Esq.	2	2	76 10	Ratsey & Son
<i>Julia</i>	G. Fielder, Esq.	1	1	40 0	Ratsey & Son
<i>L'Eclair</i>	J. R. Townsend, Esq.	5	3	30 0	and Chal. C. twice
<i>Lily</i>	G. P. Cotton, Esq.	2	1	21 0	
<i>Larline</i>	F. C. Clarke, Esq.	1	1	10 0	Owner
<i>Little Yankee</i>	Capt. Cholmondeley..	3	1	25 0	Halliday
<i>Madcap</i>	J. S. A. Dunbar, Esq.	1	1	20 0	Wanhill
<i>Magnet</i>	E. J. Bolton, Esq.	4	3	15 0	& Chal. Cup
<i>Marina</i>	J. C. Morice, Esq.	3	1	50 0	Ratsey
<i>Mars</i>	G. Haines, Esq.	1	1	50 0	White
<i>Myth</i>	R. H. Harvey, Esq.	3	2	25 0	
<i>Octoroon</i>	C. Long, Esq.	4	4	150 0	Hatcher
<i>Pearl</i>	F. Hoare, Esq.	1	1	6 6	
<i>Phantom</i>	S. Lane, Esq.	1	1	50 0	Penny
<i>Phryne</i>	T. Seddon, Esq.	16	10	766 0	Hatcher
<i>Psyche</i>	Capt. Flamank	1	1	10 10	
<i>Quiver</i>	Capt. Chamberlayne	2	1	10 0	Owner
<i>Red Rover</i>	S. Nightingale, Esq.	4	3	27 0	and Silver Tank.
<i>Ripple</i>	D. Fulton, Esq.	2	1	disq ¹	Owner
<i>Scud</i>	Major Bull	1	1	20 0	
<i>Shamrock</i>	Capt. Cator	5	5	50 0	
<i>Sneezer</i>	F. Hammond, Esq.	2	2	5 0	[town
<i>Surf</i>	C. T. Couper, Esq.	7	4	255 0	& H. M. C. Queens-
<i>Thought</i>	J. Jones, Esq.	9	6	135 0	& Cup at Kinsale
<i>Torment</i>	J. Todhunter, Esq.	2	2	7 0	Hatcher
<i>Vampire</i>	Capt. Commerell	3	2	45 0	Hatcher

Yachts' Names	Owners	Times Startd	Times Won	Value L s	Builders
Vindex	A. Duncan, Esq.	19*	8	527 10	Iron Ship Comp.
Violet.....	J. R. Kirby, Esq.	1	1	25 0	Aldous
Violet.....	P. Bennett, Esq.	3	1	10 0	Aldous
Vision.....	G. Harrison, Esq.	6	4	37 0	Benson
Vision.....	Matthews, Esq.	1	1	3 0	
Volante	H. C. Maudslay, Esq	1	1	10 10	Harvey
Volante	Ellender, Esq.	1	1	3 3	
Wanderer.....	R. H. Harvey, Esq.	3	1		Challenge Cup
Wild Duck.....	F. Cresswell, Esq.	1	1	25 0	Honigold
Zuffa	A. Hargrave, Esq.	1	1	5 0	Hennessy

* Including twice racing for one prize at R.V.Y.C.

The following is an official List of Winnings of the two clippers.—

PHRYNE.		VINDEX.	
May 27—R.L.Y.C. (2nd)	10	May 27—R.L.Y.C.	70 0
28—R.T.Y.C. (2nd)	50	28—R.T.Y.C.	100 0
June 19—R.W.Y.C. (L)	75	July 22—Cork	40 0
26—R.M.Y.C.	100	23—Ditto	100 0
27—Ditto	100	29—Kinsale	70 0
July 15—R.L.Y.C.	63	Aug. 14—Ryde	50 0
16—Ditto	100	20—Torbay	45 0
19—Kingstown to Queens-		24—Falmouth.....	52 10
town against Wizard	162		
Aug. 27—R.W.Y.C (E.)	50		£527 10
Sept. —Stranraer.....	50		
	£760		

OUR DOCKYARDS.

*Mr. Wanhill, Poole.*¹—There is now building at this yard a yawl of 100 tons, for B. H. Jones, Esq., Club Vice Commodore of the Royal Mersey Yacht Her dimensions will be—length of keel 72ft., length overall 80ft., beam, 17ft. 6in.² Another yawl of 37 tons, for D. J. Penny, Esq.; length of keel 52ft. 6in., length overall 63ft. 6in., beam 12ft. 6in.³ A cutter of 48 tons for the Rev. T. V. Tippinge; length of keel 57ft., length overall 70ft., beam 13ft. 8in.; and another cutter of 20 tons, for W. D'Alton Babington, Esq.; length of keel 42ft., length overall 49ft. 6in., beam 10ft. 6in. Mr. Wanhill has sold the Intrigue schooner, 80 tons, to F. Edwards, Esq.; and the Vigilant cutter, 40 tons, to Lieut. J. Boyd, 63rd regt.

The following are on sale here:—Schooners—Lalla Rookh, 126 tons; Columbine, 91 tons; Gertrude, 60 tons: cutters—Bacchante, 80 tons; Cymba, 53 tons; Queen 38 tons; and Eva, 20 tons.

Mr. S. White, East Cowes.—During the past year there was built at this yard the Sabrina, schooner, 268 tons, for J. Naylor, Esq., on the patent diagonal principle, of East India teak; she was finished for sea last May, The Companera screw steamer, 225 tons, 35 H.P., built for Col. Clifton,
1 Spemaza 3 Amulet 2 Leslie 4 Larkina

and ready in September last. This vessel is of East India teak, on the diagonal principle. She is now in Mediterranean, and has proved a perfect success. The Fastnet, cutter, 65 tons, Sir Henry Becher, Bart., was fitted out at this yard in September. A new schooner of 250 tons is building for the Marquis of Conyngham, to be finished by May next. The Galatea, schooner, is hauled up for alterations to spars, iron keel, &c. The Titania iron yacht, belonging to Earl Rosse, is fitting with iron ballast (15 tons), to be applied to each side of her keel, outside, for additional stability, also having increased spars, &c.

The Oithonia, G. Salt, Esq., is wintering at this place. The Camilla schooner, 169 tons, purchased by J. Jervia Broadwood, Esq., is undergoing new coppering and other repairs. The Koh-i-nor, schooner, 40 tons, was built by Mr. White, in 1860, for Captain Legard.

Messrs. Ratsey and Sons, West Cowes.—A cutter is building for Lieut. J. Sladen, R.A., to be called the *Alerte*, 56 tons. *Gloriana*, schooner, A. O. Wilkinson, Esq., is being lengthened 10 feet by the stern, and will measure 148 tons. This firm built, during last season, the *Cyclone*, a brigantine of 155 tons, for Count L. de Beauvau Craon, also the cutter *Alexandra*, 45 tons, for J. Whittaker, Esq. The *Urania*, schooner, was lengthened by the bow, for W. Wise, Esq., and is now 170 tons; and the *Zoraida* was also lengthened by the stern for W. J. Pawson, Esq.

Messrs. Day and Son, Southampton.—Have built a magnificent screw steam yacht for G. Holland Ackers, Esq. Her length overall is 213ft., beam 21ft. 2in., and depth moulded 16ft. She is built in compartments, and is to have two direct acting engines of 50 H.P.,—the propeller to have four blades.

Messrs. Fife and Son, Fairlie, N.B.—This firm launched in April last another speedy yacht, the *Surf*, cutter, 55 tons, for T. C. Couper, Esq. Her dimensions are—length aloft 65ft., beam 14ft. 2½in., draft of water 10ft. 9in. The *Fiery Cross*, schooner, 53 tons, J. Stirling, Esq., launched in May. Her dimensions are—length aloft 65ft., beam 13ft. 8in.; *Carina*, cutter 15 tons, G. Maitland, Esq., launched in May. Her dimensions are—length aloft 45ft., beam 8ft. 11in., draft of water 7ft. *Fair Geraldine*, cutter, 30 tons, Lord De Ros, launched in August. Her dimensions are—length aloft 55ft., beam 11ft. 3in., draft of water 9ft. The lengths are all from the forepart of stem to the back of stern-post on deck. Also *Murmur*, wherry, 16 tons, launched in April.

Yachts building at present—*Torch*, a 15 ton cutter for D. Finlay, Esq.; a 30 ton cutter for A. Finlay, Esq., to be called the *Kilmeny*; a 25 ton cutter for J. McCurdy, Esq., and a 35 ton cutter for Major Barton.

On Sale—a new 120 ton schooner, just commenced; *Cinderella*, 15 ton cutter, built in 1862; and the *Napoleon*, iron cutter, 46 tons.

Mr. Hatcher, Southampton.—The great crack of the season (the *Phryne*) was built at this yard, for T. Seddon, Esq., and she has proved a great success. Her owner is evidently highly pleased with her, or he would not

issue the following challenge:—"The owner of a 55 ton racing cutter is open to make a match for £2,000 to £10,000, with any boat in the world, from 45 to 75 tons. Distance best of three or five times round the Isle of Wight; time about May 15th, 1864. Boats' names and tonnage to be declared one week before the race. Articles may be forwarded to D. G. Hatcher, Southampton; or T. S., Phryne, Royal Mersey Yacht Club." We have not heard as yet that it is accepted. The dimensions of this vessel are length from stem to stern-post 65ft. 8in.; overall 72ft. 6in.; beam, 14ft. 2in.

Now building a cutter of 15 tons, for Captain Baldock, R.T.Y.C. The *Volante*, H. C. Maudslay, Esq., is being lengthened by the bow, and stern altered; she will be 60 tons when finished. Mr. Hatcher has a new cutter, 40 tons, which can be finished and fitted out in a short time. She is a large vessel of her tonnage, being 59ft. long, 12ft. 6in. wide, and has 6ft. 3in. head room. Also for sale the *Phosphorus*, built in 1862, for W. Turner, Esq. Her dimensions are length, stem to stern-post 61ft. 8in.; over all 68in. 8in.; beam 14ft. This was the most successful vessel of 1862. The *Coquette*, 50 tons; *Columbine*, 91 tons; a yawl, 18 tons; and a cutter, 12 tons.

Messrs. Camper and Nicholson, Gosport.—Built last year the *Garland*, schooner, 160 tons, for J. Gray, Esq., and is now on a cruise to the Mediterranean. She is classed A 1 at Lloyd's for 13 years; also the cutter *Fanny*, 18 tons, for J. H. O'Bierne, Esq. The *Sylph*, schooner, 107 tons, formerly the property of Count Tyzskiewicz, has been sold to A. Buchanan, Esq.; the *Beatrice*, schooner, 208 tons, late the property of J. E. W. Rolls, Esq., has been purchased by E. S. Curwen, Esq., and fitted for a Mediterranean cruise. At this establishment there is on the stocks a clipper schooner, 160 tons, building on speculation, on similar lines to the *Aline*, which will be ready by the approaching season. There are also several cutters and schooners, varying in tonnage from 10 to 200 tons, O.M., for sale.

CLARET JUG PRESENTED TO S. R. GRAVES, Esq.

AN exquisitely chased claret jug, in silver, was presented to the above gentleman, late Mayor of Liverpool, and Commodore of the Royal Mersey Yacht Club, by the petty officers and seamen of Her Majesty's ship *Defence*, as a token of affection and respect for his kindness to them during their stay in the Mersey last autumn.

YACHTING IN FRANCE.

THE Cannes Regatta Committee has just been reconstituted for 1864. The Duc de Vallambrosa has been re-appointed President, and M. Victor Bechard Vice-President. The regatta has been fixed for Monday April 4th.

The programme will comprise a yacht match, for which three English yachts have already entered, among others, the *Gleam* schooner, 130 tons, belonging to J. Richardson, Esq. Three matches have been arranged for the three series of yachts recognized by the French yachting world, and there will also be three rowing matches.

HUNT'S YACHTING MAGAZINE.

MARCH, 1864.

YACHTING IN THE NORTHERN WATERS OF SCOTLAND.*

THE ladies of our party left us at Oban; the parting was with mutual regret, the ladies on their parts expressing their hopes that another season they might have the pleasure of renewing the cruise, which had only been too short, in which, the gentlemen fully concurred. They will long remember the days, made pleasant by their presence, and the agreeable additions to their comforts, I may say, elegancies, which they know so well how to bring about them, "cribbed, cabined and confined," though they may be, in a yacht.

We received the addition to our party at Oban, of a young friend who is in training for the naval service, to whom a cruise in a yacht was a novelty, as also, was the scenery of the northern waters of Scotland, from which in his youthful enthusiasm he anticipated no end of pleasure. When he first came on board, the diminutive proportions of the yacht elicited expressions of surprise; he could not help comparing it with the man-of-war he had just left, which made it appear to him like a toy boat. He was not long however, in making himself at home, and becoming acquainted with the difference, betwixt the rig of a yacht and that of a man-of-war. He was soon to be seen fraternising with the skipper, from whom he readily

* Continued from page 63.

acquired information, which he, on his part, was equally ready to reciprocate, with any theoretical or practical knowledge he might happen to possess. He was on the element in which he delighted, and tiller in hand, he might be seen, with a satisfied air, looking, knowingly at the set of the sails, up at the burgee, then forward, evidently admiring the yacht as she rose gracefully up to the summit of the wave; then, bending o'er the trough for a moment, as if to say, "I like to look before I leap,—here I go for a header," then, as she rose, shouldering the waves, dashing the spray right and left seeming to shake herself, and make ready for another, and another! Our young sailor, was then I hope as happy as he appeared to be, and as pleased as we were to see him, in such an unmitigated state of enjoyment. It was his first yacht cruise—may he have many as happy!

Having no ladies on board, it is just possible there might be a little more carrying on than usual, just to show our young sailor something of what the yacht could do; of course, far short of what she was capable of, if put to it, notwithstanding she might have had a plank or two under water.

Every skipper admires his own craft, and ours is no exception, addressing our young friend, he exclaimed:—"Is she nae a canny craft? may be she is nae so fast as some o' the new iron yachts, such as the *Circé* or *Réverie*, but then ye ken, she's so stiff, plenty o' beam sir! she was nae modelled after the fashion of a pea cod, like some of the racing yachts; but, for a' that she's fast enough for reasonable folk, who would enjoy more, a comfortable cruise than a yacht race:—let her have way, young gentleman,—don't keep her too close; she'll make more of it;—there, that will do, steady her at that."

We were not long in sighting Duart Castle, at the entrance of the Sound of Mull, of which the skipper gave a brief history, and related the legend of the "Lady's Rock" to our young friend. He also took special pains to point out the peculiarities of the tides at that point, with which he was, from long and varied experience in navigating the locality, thoroughly acquainted. We had a good run to Tobermory. Whilst at anchor there, our attention was called to an extraordinary looking vessel, steaming into the harbour, which proved to be a Danish gun-boat recently built in the Clyde, and on her way to her destination, which soon became the object of

general interest, and no wonder, it being so unlike anything ever before seen there, or probably elsewhere. Our young sailor was deeply interested in watching the operations on board, and the manner in which they were performed, which he had an excellent opportunity of witnessing from on board the yacht lying close at hand. The costume and general appearance of the crew, were not the least remarkable parts of the affair.

• Their movements were most grotesque; they never walked, but seemed to perform every part of their duty in a measured pace, a sort of *pas-redoublé*, and when not required to move away quickly, or had to pause in their work, they kept up a sort of "goose step." The effect was certainly droll, and put our young sailor's risibilities into a state of uncontrollable excitement. Many of the natives went alongside and were courteously permitted to go on board. A pilot was taken on board from the place, when they proceeded on their voyage, which has been reported as successful, and the vessel favourably spoken of.

Our young friend being desirous to see something of the Isle of Skye, we once more rounded Ardnamurchan, and proceeded up Sleat Sound to Isle Oronsay, where we dropped anchor for the night, and the day following got under way, intending to return to the Clyde, to be present at a regatta about to take place. We had good weather, until nearing the point of Sleat, when symptoms of a blow were observed by our skipper, and he is seldom wrong in his weather prognostics. Our young friend was at the helm, and was not a little surprised when the skipper gave orders to reduce sail, whilst there was yet only a moderate breeze. It was not long however, before a squall struck the yacht, followed by others, and as quickly, one after another, the sails were double-reefed—and still as much as she could carry; she however behaved most satisfactorily as she rounded Ardnamurchan, amidst the heavy rollers from the Atlantic, fully justifying the favourable opinion of her skipper, whose skill in navigating her, had not a little to do with her performances. When we dropped anchor in Tobermory we found a greater number than usual of vessels there, which had taken refuge from the squalls, we had just experienced. We had a good run to Oban, where we remained until the following day, when we shaped our course for the Clyde, *viâ*, Sound of Jura, and Mull of Cantyre, an undertaking which even those accustomed

to navigate them, cannot enter upon, without experiencing some little trepidation. We quitted Oban, at half-flood tide by the North Channel, hoping to arrive at Slate Island in time to take advantage of the ebb tide. Wind being westerly we considered it easier to beat up outside the Island of Kerrera, than in the narrow sound. After several tacks we made Loch Don, Island of Mull; the next brought us to Clachan, at the entrance of Cuan Sound, off Seil Island; another brought us to Loch Spelvie:—then we made Sheep Island; by another tack we were again over to the Mull side, every tack presenting a new and interesting feature. Wind died away as we neared Pladda Light House, tide with us, running seven knots, and we were being carried through the Sound of Slate, broadside. The boat was manned and towing attempted, but without any decided good effect. We were becalmed betwixt Ris-an-Mic Fayden, and Craignish Point, and seeing there was but little chance of our getting through Dorus-mor before flood tide set in we decided to put back. A fog came on suddenly, followed by a light air, with the help of which, and being tugged by the yacht's boat, we made Kilchattan Bay, where we found good anchorage in four-and-a-half fathoms off Toberonochy in Loch Melfort. Next morning we left with the last of the flood tide, wind westerly, and caught the first of the ebb tide, when nearing the Island of Ris-na-tsruith, of which more hereafter.

Betwixt Slate Island, and Scarba there are innumerable rocks, above and below water, over which the tide runs at about seven knots per hour, causing innumerable eddies; and in bad weather, a sea in which it is anything but pleasant to be yachting.

When we entered Scarba Sound, Island of Luing, was to our left, and Lunga to our right, At the north end of Lunga, are two small islands, north and south Fullah, betwixt which the sea rushes with incredible force at high water; the passage is about a cable's length wide, bounded by rocks, and is impassable with safety at any state of the tide. At the south end of Lunga, there is a passage, which is navigable under certain circumstances, and is frequently passed by native fishing boats, when the fishermen try their luck at the western side of the island, which is said to abound with fish. Fishermen sometimes call the passage—"Little Corryvrecken." It is said, believe it who will, that a ship was once driven through it, at high water, in a furious gale from the Atlantic!

if so, she must have had her spars in contact with the rocks at each side, which are very high, and her sides grazing them nearly all the way through, the passage being at some places not much wider than the beam of an ordinary sized ship. Our mate who has often passed through says he does not believe the story.

As we neared the Gulf of Corryvreckan (so pronounced, but in Gaelic it is written *Corriebhreachan*, the two letters *bh* being pronounced like the letter *v*.) It became an object of great attraction and interest to our young friend, to whom our skipper imparted some very interesting information concerning it, and of the locality.

Our young friend having been informed that the skipper had himself been in great danger of being drawn into the gulf, whilst on a former occasion he was taking the yacht round from Oban to the Clyde, he was prevailed upon to relate to him some particulars of the incident which he gave to the following purpose:—

“ Well sir ! it was in the season 1862 that it happened, governor and party having left the yacht at Oban, weather being very coarse and unsettled, I had orders to take her round the Mull to the Clyde, soon as weather and circumstances would permit. We made two attempts to get away from Oban, but were driven back. Weather moderated and we cleared out on the third day, and made good progress. After having passed Corryvreckan, the day being pretty far advanced, I turned in, considering that all was safe, and with the intention of taking the night watch. Meantime one of the hands was left at the helm, with orders to keep well to the Knapdale shore, in hopes to avoid the current setting in for the gulf, he did not however follow strictly my instructions. Perceiving what he believed to be symptoms of a change in the direction of the wind, he kept the yacht more to the Jura side. The breeze however died away, when the yacht was betwixt Sgeir-na-maile, (bare or bald rock,) and Daillghall (Lowlandman’s Bay.) When I came on deck, tide had turned, and had set in for the gulf in the direction of which the yacht was fast drifting. The boat was immediately manned, and we tried to get her out of the current, but found it no easy task, and were many times nearly abandoning it as hopeless; but by exerting all our efforts, bit by bit we inclined her bow towards the Knapdale shores, and at last succeeded in towing her into a creek in the small island called Ris-na-tsruith, (race of the tides) nearly opposite the entrance of the Gulf of Corryvreckan, and not

exceeding two miles from it. We were still compelled incessantly to use the oars in order to keep the yacht from being drawn out of the eddy, into the raging waters, which roared around us, like a wild beast waiting for its prey. We were, several times, very nearly being carried out of the "merry-go-round" in which we revolved, a space, the diameter of which was not more than twice the yacht's length. We took the oars turn about, two at a time, we were all terribly exhausted, as may be easily conceived after having pulled her out of the current, a distance of fifteen miles; and after that, having to keep her revolving in the eddy for three and a half hours! The fear and excitement was more distressing to us than all the pulling. The mate and I carefully avoided letting the crew know the danger we were in, fearing that if they were aware of it, they might lose courage, and give up pulling, when the yacht would inevitably have been carried into Corryvreckan. We tried the anchor but it did not hold on; we sounded and found a rocky bottom varying in depth from two-and-a-half to twenty-five fathoms; so there was nothing for it but to keep the yacht moving round and round in the eddy until ebb tide, when we escaped by the north end, and were very thankful for our deliverance."

Our young sailor expressed his thanks for the skipper's story, but wished to be informed how he would have acted in case the yacht had been drawn into the gulf: the skipper therefore proceeded:—

"We had spare sails brought on deck, intending in case of need, to batten her down, in fact to make her air-tight if possible; to clear the decks of everything moveable, reef sails and make all snug; which being done the crew would have taken to the boat and have left the yacht to its fate, what that might have been, in all probability we should never have learned. The crew would have tried to get into one of many eddies, on the shores of Jura, the existence of which is well known to the mate, who has often fished in and about the gulf, but if the boat and crew had been carried into it, we should have gone to the "land o' leal" to a certainty. At the conclusion of the skipper's yarn, he suggested that the mate might be able to spin one about a little incident which happened to himself, and he willingly complied with the request to the following effect, apologising at the same time for his deficiency in the English language:—

"Not long ago I was fishing in Corryvreckan as I had done often

before, with other lads belonging to the Island of Easdale, and a jolly lot of fish may be taken there, if you know the right time and the right place. Those who are accustomed to go there are guided by well known objects, which serve to indicate where, when, and how long they may be at anchor, any negligence or disregard of those indications would be attended with unpleasant, and probably serious consequences. The changes are very sudden, and delays, however short are dangerous. The best time to fish there, is about two hours before ebb tide, and two hours after it begins to flow, but only then in case the weather be calm, wind favourable, and no sea on outside. One evening the fishing had been very good, and wishing to try the morning tide, we hauled up the boat in a creek on Jura, intending to pass the night ashore. In order to pass the time, we took a walk; night came on, and whilst walking, we perceived a faint light at no great distance, and reek coming away from the same spot. Determined to approach it, and if possible to obtain shelter, we were making our way towards it, when we saw a man evidently intending to cross our path. When we met he accosted us, and seemed unwilling that we should proceed in the direction from whence he came, and endeavoured to divert our attention from where we had seen the light, which had already disappeared. He suspected that our purpose was probably to make a domiciliary visit to his habitation, in the name of Her Majesty Queen Victoria, and some preparations for our reception would in such a case, have been necessary, so he told us afterwards; and we on our parts, thought he was intending to lead us away, into some ugly place or other, then give us the slip, and leave us to do the best we could for ourselves. We did not give him a chance to do that, even if he had intended it. It was only after we had satisfactorily answered many enquiries, as to where we came from? what we were doing there? who were our friends at Easdale? and many others, that he began to exhibit any willingness to turn in the direction of his habitation. He was then satisfied that we were not there for any unfriendly purpose, and invited us to accompany him; which invitation we accepted cheerfully. The ould wife set before us the best her larder afforded, and it was better fare than anybody might have expected to meet with in such a place; we were made heartily welcome to as much as we could eat, and as much prime whiskey as we might wish to drink, of which we partook freely. It was mild as mother's milk, and, we had no idea it was as strong as it proved to be, for it

closed our eyes most effectually. We slept much longer than we intended. After taking leave of our entertainers in the morning, we made direct to our boat, and found it where we left it, but bottom upwards, and all our evening's fishing carried away by the tide. When we left it we intended to have returned to it, and should have done so but for the whiskey, and had not lifted it up as high as we might. It had, however, been made secure by the anchor which had been carried up beyond high water mark, and had suffered no damage in consequence. We tried the fishing again and were very successful. We never told anybody in Easdale, nor what we saw in the bothie wherein we were so hospitably entertained, nor where we met with it: it would have been a poor return for their hospitality. I never tasted such whiskey before, nor since, and when the yacht is laid up for the winter, I would not say but that I may take to the fishings, and if I do, shall certainly try to find out the snug place, in which we were so kindly received, and I would not refuse another taste of the same sort."

Our young sailor, with a knowing look added, "I wish you may get it! whisky stills are portable, and the owners rather suspicious. Now mate tell us if you please, if we are, really, to believe all we hear, and have heard about Corryvreckin! Is it really such an awful place as represented? Would it not be passable with safety, even for a yacht in calm weather, and at certain states of the tide?" To which the mate replied, "Much has been told which is not true, for instance, all that story about that foreign prince, who wanted to marry the daughter of a rich Highland laird, who would not consent unless he would anchor his bark in the whirlpool of Corryvreckin for three days and nights!—that he consulted a 'sage', (I think they call him,) who told him to get three cables made, one of hemp, one of wool, and one of woman's hair; all of which he procured, so it is said, but, where he found women enough to supply sufficient hair, and willing to part with it I cannot conceive, for highland lasses, are o'er proud of it, to give it away, at least I never could get one to part with a single lock although I have tried often. That made of hemp broke first, then that of wool, and last of all that made of women's hair, and as the story goes his bark might have rode out the time prescribed with it, if it had not been that the cable had some hair in it belonging to one lassie who had been unfaithful to her love! Now, that may possibly account for highland lasses being unwilling to part with their hair, fearing it might be tested in a

similar manner. The Prince and his bark were swallowed up, so it is said, but his body was cast ashore, and was buried in a corrie on one of the adjacent islands, his name was Breachan, pronounced Vreckan. Where he was buried, is called Corrie Bhreachan—and the whirlpool takes its name from that same, so I have been told. I have heard say, that some time ago, a sloop was carried through; that there were two men and a boy on board. The men seeing that the sloop was making rapidly for the gulf, rushed to the boat, and were, fortunately able to run her into an eddy on the Scarba side, and by that means get ashore. In their haste they had forgotten the lad, who was asleep below. The sloop dashed onward, and round and round, and was by good luck cast out of the whirlpool, into the boiling leaping torrent, and carried scathless into the Atlantic, the roar of which awoke the lad, who rushing upon deck, perceived that the sea had made a clean sweep of it, and to his dismay the two men were amissing! he concluded they had been washed overboard. The wind being fair for Oban, and being a strong able-bodied lad he was competent to navigate her to Oban, which she reached in due time, safe and sound, to the surprise of everybody,—the men having found their way there before the arrival of the sloop, and told the sad tale of her total destruction in the whirlpool of Corryvreckan; if the tale be true he must have passed through at a favourable moment, and I do not think he could do it again.

“ The gulf is said to be a good piece less than two miles wide, and in the centre is a rock rising to within about fifteen feet of the surface, at low water—from a depth of more than one hundred fathoms, the waves of the Atlantic rolling into the gulf and rushing over the rock at the rate of about twelve knots per hour causes the whirlpool, and in bad weather when wind and tide meet the waves rise almost mast high, and breaking, would overwhelm the largest yacht afloat. I would not say, it would be impossible for a yacht to be navigated safely through at a well chosen moment; but all I have to say is, I would not like to be on board when the attempt was made.”

By the time the mate's yarn was spun the yacht had left the Gulf of Corryvreckan some miles astern, and we were well on our way down Sound of Jura, at the point referred to in the skipper's narrative, where the yacht commenced her memorable retrograde movement towards Corryvreckan, near to Lowlandman's Bay, into which if he could, at that time, have taken the yacht might have spared the crew

no small amount of alarm and trouble, the bay being sheltered and about half a mile square, good entrance, and anchorage not too deep, vessels frequently enter it to wait for the favourable tides; or go into a small harbour four to six fathoms deep formed by four small islands, and known as "Small Islands of Jura," but is not at all times a safe anchorage.

The Island of Jura is so named from the great number of Red Deer formerly, and at the present time abounding upon it, which name is derived from two gaelic words with that meaning. The Island of Jura although humid, is remarkable for the longevity of its inhabitants, many having attained one hundred years, retaining possession of their faculties to the last. When passing up the Sound very few habitations present themselves to the eye, and the general appearance would lead the traveller to imagine it was almost in a state of barrenness, serving only as a preserve for red deer, sheep, and black cattle. There are however, scattered over the island probably, near upon fifteen hundred inhabitants.

Our young friend did not fail to be struck with the apparent barrenness, which led him to reflect on the possibility that there might, occasionally, be a scarcity of creature comforts on the island,—in stormy seasons from its isolated position; and naturally suggested that even those of the residents who had the means to provide luxuries might not be able to procure them at all times. The island, however, being amply provided with salmon and almost every description of sea, as well as fresh-water fish, also with beef, mutton, venison, game, and vegetables in sufficient quantity, not forgetting the everlasting porritch, there is no danger of a famine. It is quite true that in some remote and isolated places in the Highlands of Scotland the good folk are occasionally put into a fix, of which, Maxwell in his "Island and Highland Sports" gives an example. At times it will occur, that the Highland mansion may receive unexpected visitors, at a moment too when the larder is in that exhausted condition which defies the cook to serve up a presentable dinner. On one occasion, a Highland Laird received by an evening post, intimation that a Lowland kinsman, accompanied by an English friend, intended to pay him a visit, and might be expected to arrive the following morning. What was to be done? there were no supplies to be procured at short notice! there was it was true, beef in the salting-tub,—but that was poor fare to present to the strangers.

Next morning Mattie the cook was consulted, but the result only tended to add to the perplexity of the Laird, and in despair, he rushed away, saying: "Mattie! Mattie! may the Lord direct ye for I canna,—do yer best woman—do yer best!" "Preserve us" he exclaimed, as he turned away, and saw his visitors approaching;—"here they come!" and he hastened to welcome them as pleasantly as he felt capable, being in such a state of perturbation.

Dinner was served in due time, the salted beef did duty at the head of the table, and was really a "Pièce de resistance"; a dish of tripe, smothered in onions, was temptingly steaming at the bottom; vegetables for side dishes. If the dinner was not what it might have been, had longer notice been given, the evening passed right merrily; the toddy was, at least first-rate,—and the quantity unlimited. The Englishman unaccustomed to Highland potations, was soon under the table, whilst the Laird and his kinsman continued to enjoy the carouse. The Laird referred in course of conversation to the dinner in eulogistic terms of his cook, and in the fulness of his heart summoned her to his presence. "Mattie, woman, ye did it fine," said he. "Weel, Laird," she replied, "I'm glad I pleased ye,—hoo was a' liked that I sent up?"

"The beef was unco salt!" said the host—"and the treep was hard as the de'il's horns!" added the laird's kinsman,—there is truth in whiskey as well as in wine."

"Well Laird!" resumed Mattie, "I didna expect the treep would hae been ower saft. I'll just tell you a'bout the thing. Do ye mind the time when yer went o' coorting the sothern leddie."

"What the de'il has that to do with the treep and onions Mattie?"

"A' in gude time Laird!" she retorted: "ye took puir Wattie wi' you as walet, and put leather breeks on the puir creature's hurdies, sothern fashion! Och! what puir Wattie suffered! he who had never had anything on them tighter than a kilt."

"But what has that auld-warld story to do I wish to know with the treep, Mattie?"

"Jist hae patience Laird! the leather breeks hae hangit since then behine the door, along wi' a set o' worn out bagpipes—and sair shame it was to see breeks hanging in a Highlan' man's hoose—Weel, I thought I might turn ane or ither till account. I tried the auld bag, but that was as hard as a coo's cloot—soe in dispair, I took the lift leg o' Wattie's breeks. Oh! Laird, if i'd had mair time to

soak the leather; the treep would have eaten fine!—hoo did the Englisher like it?"

The Englisher had certainly tried the treep, but did not succeed in masticating it, and turned to the salt beef, but with little better success; what he might have thought of either he politely kept to himself, and whether he met with any of the lining or buttons in the stew he did not make known.

"Retournous à nos moutons." After having passed Ris-na-tsruith, we had the full strength of the tide with us, about six knots per hour, and a nice slant of wind which took us a good stretch down to Carraig-an-Damh, (Rock of the Hart,) then on to Lowlandman's Bay, tide still with us. When off MacArthur's Head, Sound of Islay, on which a lighthouse was a short time ago erected, we were again becalmed, and drifted back to the Cuilean Rocks, of which we had a lively remembrance, in consequence of an incident which occurred when yachting in the same locality three years ago. After rounding the Mull of Cantyre, wind fair from the south, and pretty well of it, night came on, weather thick and dark, tide being also with us, we had been running very fast, and the man at the helm had no idea we could possibly have made MacArthur's Head, having only passed the Mull Light two and a half hours previous, the distance being about twenty-five nautical miles, he therefore concluded that a light which he had observed was that of a steamer, it appearing to him to be moving, but the apparent change in position, was owing to the speed of the yacht, which must have been going at the rate of about twelve knots, six of which however were due to the velocity of the tides. He therefore continued to steer the same course, when the man on the look-out called "Breakers-ahead!" which was quickly followed by "Rocks!—rocks!" Those below instantly rushed upon deck, and to the consternation of all, the yacht was fast driving on to one of them full speed. They proved to be the Cuilean rocks, consisting of a group of four, rising four and three-quarters feet above high water, and are about one mile from the shore, and not exceeding two miles south of Small Islands of Jura.

There are other three or four small rocks betwixt the Cuileans and the shore, to which it is desirable to give a wide berth. To have attempted to put about, would have proved certain destruction to the yacht; it was therefore promptly decided to jibe, at all risks, with all sails standing, which was successfully accomplished, and she cleared

the rock although barely escaping contact with it. Luckily, nothing was carried away except the iron cross-tree which disabled the topsail for a time. The commotion brought the steward on deck, to whom a catastrophe appeared inevitable; he rushed below, and returned with the cash-box and the owner's gold watch. Fortunately the precaution was unnecessary, and the only consequence a great fright. If the incident serve as a caution, we may possibly be gainers.

After all had subsided, the steward was seen with the precious articles in hand, and in answer to the enquiry, what was he doing with them on deck, said:—"It might have been very inconvenient to be cast ashore without the siller! and the watch was worth saving; but that he did not feel quite sure when he saw the breakers and those ugly rocks rising up in their midst that they might ever be required."

We were soon clear of them, and a light breeze springing up from the west, we were enabled to master the tide, and ere long sighted the Island of Gigha (pronounced Ghea the G hard as in "go".) It is about seven miles long and two broad. South of Gigha, at a distance of about a mile and a half, is the Island of Cara, nearly a mile in length, and probably half a mile wide, on which is the ruin of a Church or Monastery; the word Cara having reference to the latter. In the burial ground is a tablet to the memory of Captain McNeil, his wife, and two daughters, who were drowned off Port Patrick, when the "Orion" was wrecked in the year 1850. He was proprietor of Gigha, and was on his return thither, but which not one of them was ever fated to reach. The house and farm have since been occupied by tenants of the estate.

Near to Gigha is a small rocky islet called Gigulum, betwixt which is a Sound which affords tolerably good anchorage, the bottom being clay, but there being rocks outside, it would be unsafe to enter except by daylight, and should not be attempted by strangers at any time without a pilot. It is frequented by Her Majesty's cutters. Betwixt Gigha and Kintire, the Sound is about $3\frac{1}{4}$ miles wide, through which at spring tides there is a rather strong current, but when then they do not rise more than six feet, the average being about four. There are several other creeks or bays into which vessels enter to bring away the produce of the Island; in fact the whole of the shore is full of such indentations, or bays, from which circumstance some persons argue that the name of the island is derived

from the Gaelic word *Geodha* "a creek." The island being low the land affords very little protection, the highest point *Creag-bahn*, or the "White Rock," not exceeding 400 feet. There are some few objects of interest on the Island, amongst which at the south-west end is a subterranean passage 133 feet long, into which the sea is driven by westerly gales with great force, and discharges itself at the other end like an immense intermitting jet-d'eau, from which peculiarity it derives its name *Sloc-an-leim* or "Squirting Cave."

Opposite *Gigha* is the coast of *Cantyre*, which affords no protection whatever. At break of day we were off *Port Ellen Lighthouse*, *Island of Islay*, having been all night in making it from *Gigha*, a distance of fifteen miles, we were becalmed all the day, keeping as much as possible to the *Islay* shore. In order to ease her, mainsail was scandalized, we were rolling fearfully all the time, foresail and all head sails lowered, and boom hauled in nearly amidships, which had the effect of keeping the yacht's bow to the heavy rollers, which the westerly wind was driving into the north channel. Night came on and we drifted back considerably. About three o'clock in the morning, a light breeze sprung up from the south-east, after several tacks we got into the last of the flood tide, which carried the yacht safely round the *Mull*, leaving *Island of Sanda* four or five miles to our left which was deemed a necessary precaution.

We neared *Ailsa Craig* about noon, with a continued light breeze, sea perfectly smooth. On a former occasion availing ourselves of a favourable opportunity, we went ashore on the island. When approaching it is difficult to form any just idea of its magnitude or distance; which difficulty is greatly augmented, when the summit is enveloped in clouds, its altitude then becomes indefinite, and the imagination magnifies it. As the eye is brought nearer and nearer, it is enabled to comprehend and estimate its proportions, and to realize the variety, and distribution of its parts; a closer proximity makes the local colors apparent, bringing out every variety of gray intermixed with browns and greens of every variety of shade and tone, producing an effect more agreeable to the eye of the artist, than can be met with even at *Staffa*, *Scour of Rie*, or other basaltic ranges, whose uniform dark hue, without any variety of tone or color, gives a gloomy effect to the scene. The height of the rock is computed to be eleven hundred feet, and its acclivity is in some parts most perpendicular. At the base the rock is so steep, and the water so

deep that vessels may approach quite close upon them. A pleasure party which had been visiting the island, and wishing to go nearer in, to get a better view of the haunts of the sea birds, induced the captain of the steamer to run close under the rock, and when doing so the vessel went on a ledge of sunken reef, in which position she remained a considerable time, greatly to the terror of the party on board. The tide fortunately had yet some little to rise, and she was got off, just at high water: had she gone on at, or about high water, the consequences might have been very serious, their position being such as not to admit of landing anywhere near, and there was only one small boat available for their rescue. At the east side there is a place where a landing may be effected by boats, we had Hobson's choice, that or none, and there we landed.

We did not ascend beyond the old square tower, which stands about 250 feet above the sea level. It was no easy matter to get so far, the way to it being so encumbered with large loose stones which had rolled down from the crags above. To walk over them was neither pleasant nor safe, and to thread a way betwixt them involved some risk to the nether garments, as we met with places temptingly covered with vegetation, but which proved too soft, and yielded very inconveniently to the ponderosity of those who happened to trust to them. The herbage is most luxuriant, which need not be regarded with surprise, receiving as it does abundant moisture from the sea, pure air, and guano very plentiful. The view from the old tower is very fine, but must fall far short in grandeur to that which may be seen from the summit, but which gratification can only be obtained by considerable labour and risk. A few years ago a pleasure party ascended it, and when descending one of the gentlemen wishing to accomplish the descent before any other of the party, accelerated his speed, and in so doing acquired too great an impetus, and being unable to arrest his downward progress, fell over the precipice and was killed on the spot. Many other accidents and hair-breadth escapes are recorded as having taken place. The old tower is a square building, having three stories formed by stone arches. On the beach are the remains of buildings formerly inhabited by fishermen.

At the time of our visit, a man, his wife and several children, occupied a cottage, which we entered and found tolerably commodious, and cleanly; when the yacht was laid-to off the island, a

small sail boat was observed to be coming away from the mainland of Ayrshire, which the wife, by means of a telescope, with which she was keeping an anxious look-out, quickly perceived was her husband's, for whose return she was wearying, he having left the island some five or six days previous, accompanied by one of his children, with the intention of obtaining for him medical advice, and his return had been retarded by foul weather. We had the satisfaction to witness his safe return to his children and anxious wife, whose position doubtless must have been very lonely during the absence of her husband. Loneliness, however is comparative, and her position might bear favourable comparison with that of many light-house keepers, that of Eddystone, or the Bell Rock for instance. Still it must be spirit-sinking to see, day after day, hundreds of vessels passing, none of them bringing to your home the object of your solicitude; yourself a prisoner on a barren rock encircled by a wild and treacherous sea, under such circumstances one might feelingly exclaim,—“This, this is solitude.” The man who resides on the Island is appointed by the proprietor, the Marquis of Ailsa, or he may be tenant of it, paying the rent out of the sale of feathers procured from the sea birds, which congregate there during the breeding season, of which there are several varieties, and their numbers countless.

Gannets or Solan geese take up their abode at the very summit of the precipice; lower down the guillemots and razor-bills; still lower the grey gulls and kittawakes. When disturbed they all join in one noisy deafening chorus, whirling about in such vast numbers overhead, as to cast a shadow below. Puffins burrow in the ground above all, some suppose, in holes formed by rabbits, which may not be the fact, they having been found burrowing where no rabbits are known to exist. At or near the base on narrow ledges of rock sea-pyes roost, drop their eggs and bring forth their young, in constant danger, apparently, of rolling into the sea. Land birds are not uncommon on the island. A few goats and sheep are kept upon it. Ailsa Craig is the only place in the west of Scotland where the Solan goose is known to breed, they are very large, strong, and fierce looking, with a long sharp bill, with which it is said to attack the eyes of those who assail it. The depth which gannets will dive in search of fish is incredible. It is well attested that they have frequently been caught, in large numbers, in fishermen's nets, whilst sunk at a

depth of thirty, or more fathoms. It is on record that a gannet whilst flying overhead; and perceiving in an open boat a few herrings lying at the bottom, suddenly darted upon them from a considerable height, anticipating an abundant feast, in this case however, the old saying, "There's many a slip betwixt the cup and the lip," proved true, for such was the force with which it came into contact with the desired morsels, that it penetrated the planks as far as the middle of the body, where it was obliged to remain until the boat reached the shore, to have removed it would have caused a dangerous leakage. Any person who may have seen the gannet descend into the sea, from an elevated position intent on seizing its prey, and observed the large amount of displacement occasioned by the force with which it strikes the water, would have no difficulty in giving credence to the statement. In the Island of St. Kilda the fulmar and the gannet are almost the sole dependence of the inhabitants, the sale of feathers provides them with means to procure necessities of life, not the produce of the island, the flesh is dried and serves them for winter supplies, the refuse being stored for fuel, oil for their lamps is extracted from them, in fact, they are their best friends, such being the case, it is not to be wondered at, that the natives run such hazards to secure a supply.

YACHTS AND YACHTING.*

BEING A DESCRIPTION OF THE BUILDING, MASTING, RIGGING, SAILING, AND
GENERAL MANAGEMENT OF YACHTS.

CHAPTER XXXII.

HAVING in my last chapter got fairly under weigh, I will presume that the yacht is bound on a cruise, and to the many incidents that may befall her during this cruise, and the adjuncts thereto, I shall venture some observations in the following chapters. As it is not my purpose to perpetrate a treatise on navigation in the face of the many able works that are extant upon that subject, I shall merely mention such as will enable the yachtsman to keep a log, together with the charts and instruments necessary to assist him in doing so. As a preliminary instructor in navigation there is a most excellent little book that was published by the late Mr. John Weale, of 59, High Holborn, and which

* Continued from page 229, vol. xii.

can be obtained from Mr. Hunt of the *Yachting Magazine*, entitled "the Sailor's Sea-book ; this little work will teach the yachtsman how to keep the vessel's log and work it off, or in other words to keep the dead reckoning ; there are many yacht skippers who are well versed in both the theory and practice of this ; but there are a great many who can do it but very imperfectly, and some, I am sorry to say not a few, who know nothing at all about it : here it is therefore that the superior education and more cultivated intellect of a yachtsman will prove of vast superiority, and enable him to carry his vessel with certainty to the wished for port ; his sailing master will have the pull on him doubtless so far as practical skill in handling the vessel goes ; but even this only at the outset, for close observation, and some little attention to cause and effect, aided by the natural taste for acquiring such practical knowledge, will in a comparatively short time enable him creditably to handle his own vessel. The second part of the work will teach him to find the yacht's place by observation, that is, the latitude by a meridian altitude of the sun, and the longitude by means of the chronometer.

In connexion with this work it will be necessary to have on board "Law's Tables," also published by "Weale," and the Nautical Almanac. The instruments necessary to have will be an ordinary, but at the same time a good case of mathematical instruments ; a Gunter's scale, a pair of large parallel rulers, those patented by Captain Toynbee, are the very best, and should be the only ones ever seen on board a yacht ; a large size pair of common dividers, and an "Opisometer" ; the latter little instrument is but very little known amongst yachtsmen, but for measuring distances on a chart, particularly curved lines, indentations of bays, courses round headlands or islands, it has not its equal, and in fact may be said to have superseded the common dividers. The charts requisite to have on board will of course greatly depend upon the cruises contemplated, but as a general stock the following will be found a fair general average:—Mercator's World ; the whole coast of England general chart ; whole coast of Scotland general chart ; and whole coast of Ireland general chart ; Isle of Wight, Thames, Plymouth Harbour, Cork Harbour, Dublin Bay, Liverpool Bay, Isle of Man, Belfast Lough, the Clyde, and East Coast of England, sectional charts of Yarmouth, Harwich and Lowestoft.

To these the yachtsman may add, as they will be very useful for reference, set aside when a cruise may be contemplated in those waters, the North Sea, Baltic, and Gulf of Finland ; Mediterranean, coasts of France, Spain, and Portugal, and North Atlantic. With reference to the Sailor's Sea Book before mentioned, the first portion of it treating of

protractor, mariners' compass, the use of charts, sailing—confined to Mercator's sailing solved by construction, as being the most accurate in theory, and least liable to mistakes in the method of solving; method of keeping a days work and the log, is all that a yachtsman need make himself thoroughly acquainted with at first; for all practical purposes of home cruising he will therefrom acquire sufficient knowledge to take his vessel from the Land's End to John of Groat's House, or from Yarmouth Roads to the Arran Islands, and exhibit a log book afterwards that will be highly creditable and pass muster before the elder and learned brethren of the Trinity-board. He may make himself acquainted with the methods of finding the latitude by observations of the sun with the sextant, and longitude by the chronometer, as pastime during such cruises; but he will not find such knowledge of much practical utility until he comes to adventure Madeira, New York, Central America, or the Mediterranean.

In home cruising one is but for very few hours out of sight of land, and the conformation of the various coasts a yachtsman may be on, afford sufficient data for fixing the position of the vessel at any time by means of a cross bearing. If he wishes afterwards to make himself acquainted with the more abstruse branches of Navigation, he may consult the more extensive works of Norie and Raper; but as these are more calculated for the study of such as adopt the sea as a profession, the information conveyed in their pages tend at the first going off rather to perplex the learner, unless he avails himself of the assistance of a nautical instructor. It is for this reason that I advocate the *Sailor's Sea Book* in the commencement, as from the simplicity with which instruction is conveyed in its pages the science of navigation is simplified in such a manner as to give the yachtsman confidence and self reliance, and to divest the study of much of the apparently mysterious technicalities with which the more elaborate style of purely professional works tend to invest it.

There has been a very excellent work also published by Weale, entitled "*The Log of a Merchant Officer.*" In this book the yachtsman will find a variety of good practical hints, more especially as regards the keeping of a log and journal; nothing is more useful than an accurately kept log, not only for purposes of reference upon future occasions, but as a record of events and reminiscences that will call up pleasing recollections of by-gone adventures on the wave, and afford amusement during many a winter's night, when a knot of yachtsmen are met together in club-room or study, and like briny Jacks in the forecastle delight to spin their yarns of experiences on the sea. Nothing tends so much to complete a log journal as a knowledge of drawing.

there are few of our yachtsmen who are not gifted with a knowledge of the use of the pencil, and no matter how slight it may be, a little perseverance and practice will produce results highly pleasing and encouraging to the tyro; so many varieties of scenery are presented to the yachtsman's eye, such vagaries of nature in the shape of rocks, islands, caverns, such picturesque coast scenery, such stirring incidents afloat, that a dash of a crow-quill, or a facile pencil, can perpetuate, that it seems a prostitution of intellect to neglect the cultivation of an art to which yachting affords so many and diversified opportunities. I know many yachtsmen whose log books are perfect curiosities in this way, and one in particular whose spirited water colour sketches of Scottish coast and Loch scenery in storm and calm, command no mean prices at the London Exhibitions.

In the "Merchant Officer's Log Book," before alluded to, there is an admirable appendix containing many valuable instructions relative to sketching; and treating of the management and delineation of sky, land, and figure drawing, that I cannot too forcibly direct cruising yachtsmen's attention to it; it should form a companion volume to the Sea Book, as enabling accurate sketches to be made wherewith to embellish the log journal.

It is necessary that particular attention should be paid to the position of the binnacle on board a yacht, as the slightest deviation of the compass may cause serious errors to occur in the navigation of the vessel, and cause faulty bearings to be taken of the land; no iron should be allowed to be within seven feet of it, or more if practicable. Some vessels are fitted with iron tillers, these may be very well for steering during a race, when compass bearings are not always requisite, but when cruising a wooden tiller is always to be preferred.

I would particularly impress upon yachtsmen the advantage they will derive from making themselves perfect masters of chart work—"chart, lead, and look out;" is an aphorism that should always be remembered. No matter how often a man goes into a port something new may strike him, for it is seldom he may enter it under the same circumstances of wind and weather, and any striking difference should be noted, in the log. It is also very useful to note upon the chart itself any peculiarities in the appearance of ports or harbours, light-houses, buoys, &c. In the latter two instances particularly, changes occur from time to time that are essential to be noted. The Trinity-board, the Dublin ballast-board, and the board of Scottish light-houses issue periodically notices of any changes of moment that occur in lights or buoys. To search in the columns of public journals for the notifications of such, so as to keep an

accurate record of them, would perhaps prove rather severe a demand on a yachtman's time or attention, but a note to the secretaries of those boards at the commencement of a season will procure a return of such changes as have actually taken place or are contemplated, so that notes or slips thereof may be made in, or on, or attached to the charts or sailing directions.

With regard to sailing directions I may say that in general they are singularly defective, in much that relates to coasting work ; therefore my observations as to yachtmen making notes will be found of practical value in this respect ; after a few cruises it will be found that the actual experience gained in many localities will prove the published books of sailing directions meagre in many essential details, and not unfrequently erroneous in consequence of important changes having been effected, or taking place from natural causes, since the times of their publication. Depth of water at anchorages, currents or tide-ways of unusual force or direction, description of holding ground at different anchorages are particularly noteworthy ; as also the particular winds experienced at different ports which render them secure and sheltered or otherwise.

It oftentimes occurs that a yacht will be caught out in bad weather, when coasting along, and meeting with an adverse tide in conjunction with a head wind, will undergo an exceedingly unpleasant buffeting in the struggle to maintain her position, much less to work to windward against such a combination of difficulties ; there are many places of shelter around our coasts, lees of headlands, islands, indentations of the shore, &c., a knowledge of which can never be obtained from sailing directions, and yet where a yacht can ride out a time of difficulty in perfect security and shelter, and avoid wet jackets and a good dusting to her crew, besides the wear and tear to gear and sails. The cruising yachtman should never let an opportunity pass of making himself acquainted with such stopping places, the depth of water, description of bottom, and amount of shelter afforded from stormy weather, for he never knows when such a heaven of refuge may prove to him an invaluable resource. In falling in at sea with the local fishermen of a coast much useful information under this head can be obtained, and any opportunity of obtaining such should not be overlooked ; besides that very often a pleasing diversity to the *cuisine* may be had from these hard working mariners at a rate of exchange, that would create an amazing amount of incredulity at Billingsgate. It has often been matter of surprise to me, and thus alluding to fishermen reminds me of it, the remissness generally observable on board yachts in providing at least one locker well stowed with sea fishing gear, very few vessels

indeed have I seen even moderately furnished with these essential requisites to a yachting cruise ; and the materials can be provided at such a moderate expense, whilst such an amount of spare time can be devoted on board for fitting up and keeping in repair the different descriptions necessary, that it is matter of astonishment how such a department can be so comparatively neglected. A few troughs of long lines, some bottom fishing and reeling lines, spare lines, hooks of different sizes, snouding, and a couple of good portable dredges would occupy but little space ; a seine net, and a few folding lobster drum nets would also be found useful ; a trawl net, fitted with a beam is rather objectionable on board a yacht, as the beam and its iron heads is much in the way on deck, and does not look well when carried alongside, but there is a net of this description called an "Otter Trawl," that is perhaps the most killing net that can be used ; this net is fitted with two wing pieces of elm some four or five feet in length, by two feet six inches or so in width, and an inch and a-half or two inches in thickness ; these are shod with iron on their lower sides so as to make them stand on edge when sunk to the bottom, and fitted on the inside with spans to which are attached the trawl bridle and warp ; instead of a beam to keep the mouth of the net open, there is a stout top rope fitted with corks or bladders. When sunk to the bottom the action of the water upon the pieces of elm or "Otters," in combination with the manner in which the spans are attached tends to make them travel wide apart, just as the line affixed to the middle or fore part of a fresh water artificial Otter causes it to travel out from the bank of a lake or river ; the corked top rope keeps the mouth of the net quite sufficiently open, and the bottom rope, as in the ordinary beam trawl, sweeps the ground most effectively ; the sizes of the otters must be of course proportioned to the net used ; those given will carry a much larger net than any beam ; and in fact a much larger net can be used by this method, than any proportional size of beam would admit. The Otter Trawl stows away in a comparatively small space and is peculiarly adapted for yachting purposes.

Nothing can be more exciting than a good day's reeling at sea, for Mackerel or grey Gurnet ; with a fresh moderate breeze, a clear sky, and bracing air, the sport is most exhilarating ; and when the take is good a very acceptable addition is made to the ship's stores, by peppering, salting, and drying them in the sun or wind, or by pickling them. In a nice breeze the otter trawl, can be worked with amusement and profit, yielding up as its treasures, Soles, Haddock, Turbot, Plaice, and other profitable denizens of the sea : whilst during calms, or often whilst lying at anchor in open roadsteads, the bottom lines will produce Cod

Fish, Whiting, Haddock, red Gurnet, Conger Eels—*Et sic de similibus*.

If lying at a station near rocky bottom the lobster drums may be brought in operation, and should a level beach, or the mouth of a river present itself—the seine net will do good execution, as it will likewise should a shoal of herrings be fallen in with at sea.

I have seen a very killing net made use of in harbours, and roadsteads where there was not a very great run of tide, and which for its portability is peculiarly adapted to yachts: about six feet in depth and moderate mesh with a foot rope well leaded, and the back rope corked sufficiently to keep it upright in the water, it is sunk to the bottom across the mouth of a harbour or the run of the flood tide, and presents a wall of net when the fish begin to seek for their food; it may be used night or day, and left down either from dusk in the evening until daylight, or during the flow of the tide; its position may be marked by a buoy at one end, or a line made fast to the vessel; but it is as often set without any marks at all furthermore than a cross bearing taken of the position it is shot in; under the latter circumstance it must be found by sweeping with a small grapnel, and can rarely if ever be missed.

I have seen Mackerel, Herrings, grey and red Gurnet, Plaice, Flounders, Codling, and Lobsters taken in such a net as this; lying at the bottom there is no fear of a vessel getting foul of it, and if it is not buoyed to mark its position no one is a whit the wiser of its whereabouts and it needs no watching; it may be of any length according to fancy.

In the pursuit of that now popular, fascinating, and instructive amusement, the formation of Marine Aquariums, none possess such facilities as yachtsmen; the outlying islands, headlands, rocks and half-tide reefs they meet in their cruises, teem with exhaustless specimens of the rarest and most prized specimens for Marine Aquaria. To the naturalist yachting presents a field of research ever varying, ever new; and one which will amply repay investigation: I quote from an authority on this subject as follows:—"From hence has arisen that special interest which belongs to the study of long neglected animal groups; and hence, also, has emanated a spirit of emulation which brings the naturalists of all countries to the sea-side, in search of objects of their study. The Marine faunas bear, indeed, very little resemblance to those of the land or air, or freshwater. The sea contains entire groups belonging to special types, which have no representatives elsewhere. Here live almost exclusively those singular beings which are often of considerable size, although the animal organization is reduced to its simplest expression, seeming almost as if they were objects fitted by the hand of nature

for elaborate experiments in physiology, and which it is sufficient to know, recognize and interpret. It is here more especially that we must seek those animals of abnormal external forms and exceptional organic arrangements, which open to the student of nature vast and ever varied fields of enquiry."

To yachtsmen who may wish for detailed information to enable them to become initiated in the pursuit of marine zoology, and the investigation of the many curious objects that everywhere meet the eye in coasting cruises, I should recommend them to make the acquaintance of Mr. W. A. Lloyd, at his aquarium warehouse, Portland Road, Regent's Park, London; the researches of this gentlemen both by sea and land entitle him to a high rank as an authority on the subject, and a visit to his collection will amply repay the wandering yachtsman who has a day or two to spare in London. If I err not his amazement will be excited at the marketable value put upon objects that he has hitherto but casually noticed as of but little import, or passed by with listless indifference; to say nothing of the interest that will be aroused, and the incentive given for profitably occupying much, otherwise wasted, leisure time, in investigating the organization and habits of the mysterious inhabitants of the sea and its shores. Mr. Lloyd has published an excellent little hand book on marine and freshwater plants and animals, replete with information upon these subjects, and also containing ample instructions as to the various apparatus and appliances, the methods of of preserving and transmitting specimens alive, and of the most approved modes of constructing aquaria.

Another capital little work is that by the Rev. J. C. Wood, M.A., F.L.S., entitled "The Common Objects of the Sea Shore," published by Routledge and Company, from which much interesting and instructive matter may be gleaned. There is not a bunch of seaweed that floats the ocean, or crests the rock-bound shore; not a little half-tide pool or rocky basin that will not amply repay investigation and furnish forth objects of interest sufficient to occupy and instruct many an hour that is often spent lounging idly on deck.

The Museum of that well known yachtsman and naturalist, Thomas Campbell Eyton, Esq., of Eyton, Wellington, Salop, affords a striking instance of what a Naturalist may achieve whilst enjoying the pastime of yachting. It is a model for any yachtsman, similarly inclined, to follow, being I believe one of the most, if not *the* most, complete collections of the British Isles in existence, and the majority of the specimens have been obtained and preserved by the gallant owner himself during yachting cruises. The Channel Islands, Scilly Isles, Saltees, Bardsey,

English and Irish Skerries, Lambay, Isle of Man, Copelands, Maiden Rocks, Craig of Ailsa, West Coasts of Ireland and Scotland, Bass Rock, Shetlands, and Orkneys, are amongst the infinitude of localities wherein the yachtsman often finds himself, and where, what may be called "the Naturalist's treasures" are scattered by nature with a lavish hand. When we compare the ardent student's long run by rail to the sea coast, with the uncertainty of success in his pursuit, and the confined space to which his research must be limited, and contrast it with the boundless resources enjoyed by the yachtsman, living in his little floating palace, cruising from island to island, and shore to shore, independent of rail, coach, or car, and enabled to effect a landing at places that attract the wistful glances of the landsman, it is matter of surprise that this fascinating pursuit has not ere this become more popular with yachtsmen.

Of sea-birds, noble specimens are at all times within his reach, gulls, tern, cormorants, gannets, guillemots, and puffins, he can pick and select *ad infinitum* swarming on the outlying islands. A gannet decoy affords no little amusement when the birds are numerous and voracious for food; a piece of board, as near the colour of the sea as possible, should be veered astern for a considerable distance by means of a log line; upon this if a piece of Cod liver or any description of small fish be fastened, the gannet will pitch from an almost incredible height upon it, and dislocating its neck in the concussion with the board, will fall an easy prey; some noble specimens may be secured in this way without injuring the plumage by shot.

The eggs of marine birds may be found in great quantities on rocky islands about our shores, and many of them are excellent additions to the table when boiled hard. The Curlew of all sea-birds, always excepting the Wild Duck, constitutes a by no means despicable addition to the yachtsman's larder; they require however to be kept for some little time before being used, and those versed in the mysteries of the *cuisine*, say, that a Curlew should be hung up by a single feather of the tail, and upon dropping from this is fit to receive the attention of the cook. Capital shooting may be enjoyed with Curlew by watching their flights to the feeding grounds on the coast at low water; by concealing oneself amongst rocks in their line of flight at the commencement of ebb a very respectable bag of Curlew may be made; so long as the human form divine is kept out of sight the otherwise wary Curlew will maintain a steady flight over the shooting hole, but once let the shiny top of an oilskin hat, the glint of a gun barrel, or the tip of a finger appear above a rock, and, this wariest of all wary sea-birds shifts helm at once, and strikes another flight.

SUMMARY OF YACHTING 1863.*

THE Royal Mersey Yacht Club has, during the presidency of Commodore Graves, rapidly recovered from the state into which it had fallen through the apathy of its members, and it now stands A1, for carrying out with spirit all that it undertakes, in proof of which the regatta of 1863, is a sufficient evidence :—The 26th of June, commenced with a match for a splendid prize, given by the Ladies of Liverpool, of the value of 100 guineas, for which the following started—North Star, 26 tons, D. Gamble, Esq.; Thought, 27 tons, J. Jones, Esq.; Cecilia, 30 tons, T. Wilkinson Tetley, Esq.; Queen, 28 tons, J. L. Mawdsley, Esq.; Phosphorus, Echo, Phryne, Vindex, and Surf. At the signal the Thought bounded off like a deer, followed by Surf, which after some six minutes collared the little pet, and then shook her off to be worried by the eager pack that was coming up, so that in twelve minutes more she was overhauled by Phryne, Vindex, and Cecilia. At this juncture the fleet formed a splendid scene for the artist. The Phryne having succeeded in getting second raced up to the Northern champion, who nothing loth got a fresh pull at the braces: Vindex, desirous of joining in the chase after Surf, crowded on, and when nearing the Phryne carried away centre port main wire shroud, so she was compelled to retire. One of the most dangerous rivals having been disposed of the Phosphorus began to look after the leading vessels, and the Phryne after a hard match having passed Surf, left her to the tender mercy of Phosphorus, by whom she was conquered. There were several casualties in the fleet, and the only yachts that arrived at the goal were Phryne, 6m. 26s. ahead of Phosphorus, 15m. 20s. of Surf, and 27m. 10s. of Thought.

On the second day the wind was even more fresh than the previous. The first match on the card was between cutters for a beautiful silver vase, value 100 sovs. ; when the vessels named in the first day's race appeared at the start, with the exception of Cecilia (having sprung her mast) and the Echo. The Vindex to the surprise of many, and to the consternation of her rivals was again at the fore and as saucy and jaunty as ever. Her crew worked throughout the night with a will, rather than let a chance slip of trying for the prize. The wind was powerful, and the racing craft had reefs down and topmasts housed. This was just the weather that suited the Phryne, she truly revelled in the chase, and with Phosphorus in particular had several trials, as the latter led for

* Continued from page 92.

some time, but was ultimately forced to succumb to the young-un, who was landed a winner 4m. 39s. ahead. During the race the Surf carried away her bowsprit shrouds, and was forced to bear up. The Thought sailed well, and went through the troubled water in first rate style, much admired even by her competitors.

Simultaneously with the foregoing a match between schooners and yawls, was progressing for a piece of plate, value 100 sovs.;—in which Circe, 127 tons, D. Richardson, Esq.; Snipe, 39 tons, T. Bourne, Esq.; Ierne, 60 tons, R. S. Graves, Esq.; and Madcap, 71 tons, A. Dunbar, Esq., took part. The Circe was the favourite at starting, and the only rival she had to fear was the Madcap, who perseveringly stuck to her throughout the race, but at the finish the Circe was proclaimed the winner. The whole of the vessels were well handled and sailed, and it was noticed with regret that several mishaps occurred—to the non-successful craft.

The Royal Northern Yacht Club held its regatta on the 7th and 8th July, which was well attended by yachts of all denominations. The first race—a beautiful cup, value 100 guineas presented by D. Richardson, Esq.—for cutters of any Royal Club, of 25 tons and upwards. The three cracks started:—Vindex, Surf, and Phryne:—The Surf of course the favorite, which got away with a trifling lead, Vindex second, with Phryne close up. As may be expected in a race containing such perfect gems of naval architecture, their every manœuvre was minutely watched. When rounding the buoy at Bullwood the Vindex had succeeded in getting the lead, and on passing the flag-boat in the first round she was 4m. 15s. ahead of Surf, and 4m. 56s. of Phryne, but here an accident happened to the leading vessel which had a trifling effect of impeding her way, and during the second round she had to yield the premiership to Surf, who finished the second round 35s. ahead of Vindex, and 7m. 21s. of Phryne. So far the latter vessel had not shown to much advantage, but in the third round she revived the hopes of her admirers, and the whole were for some brief time so near that a bottle of champagne was handed from the Phryne to the Scottish chief. After this they separated, and each pursued its own course, the Surf was fortunate shortly after to catch a fresh breeze and she tore through the water in gallant style,—finishing the race 49s. ahead of Phryne, and 6m. 31s. of Vindex, and was proclaimed the winner, amid great rejoicing of the natives.

This was followed by a race for 30 sovs. cash—by yachts from 10 to 30 tons, in which started the Onda, 20 tons, A. Morrison, Esq.; Atalanta, 27 tons, N. Arnold, Esq.; Ripple, 12 tons, J. Campbell, Esq. :

Cinderella, 15 tons, A. Finlay, Esq. ; Banba, 24 tons, W. I. Doherty, Esq. ; Swallow, 18 tons, D. J. Penny, Esq. ; Glide, 14 tons, D. Fulton, Esq. ; and Thought, 27 tons, J. Jones, Esq. Glide went off with the lead, the others following very close, and for some distance it was an excellent contest. At length the Thought which was the fifth at starting, worked her way up to the Glide, and on passing the Bullwood buoy they were bow and bow. After rounding some exciting manœuvres took place between the two, which ended in Thought taking first place; an advantage she maintained to the finish. The Onda carried away her topmast during the race.

On the 8th July, there were three distinct matches the weather being more favorable, with a fine breeze. The first match was between three Scotch built schooners, two iron and one wood—viz., Reverie, 41 tons, F. Powell, Esq. ; Circe, 135 tons, D. Richardson, Esq. ; and Fiery Cross, 53 tons, J. Stirling, Esq. A splendid start was effected—Circe with the lead, but an accident having happened to her shortly afterwards the Reverie and the Fiery Cross passed her, and these two had a contest together which ended in Fiery Cross passing the Commodore's flag-boat the first time upwards of a minute ahead. She continued to lead till the Circe came up after having given the go-bye to Reverie, and assumed the lead for a brief space, when the excellent qualities of the Fiery Cross again enabled her to pass the Commodore's flag a second time ahead. On going for the third and last round the Reverie gained considerably on her competitors, although not sufficiently to embarrass them. When nearing the Commodore the Circe was observed to be the first vessel, but on rounding it was found she was not entitled to the prize, (100 sovs.) having to allow time to Fiery Cross.

The cutter match for 50 sovs., was contested by the Surf, Thought, Phryne, and Vindex. They got off as placed, and an exceeding good start it was, the four being within a few seconds of each other. The power of Phryne soon began to tell on Thought, and succeeded in placing her third. Great credit is due to Mr. Jones, for the spirit he evinces in placing his saucy little craft in juxtaposition with vessels double her tonnage, with a strong breeze blowing which would tell most immensely against the little one being successful. The Phryne being now second endeavoured to overhaul Surf, but without avail, for the latter led by near 2m. past the Commodore's flag-boat in the first round. The Vindex had also succeeded in taking the priority of Thought. The sailing in the second round between the two champions was most exciting, eliciting from all observers exclamations of admiration. Beam and beam they flew through the water—and then one

would shoot a few feet ahead, and then the other,—so that it seemed impossible for either to part company; and amid loud applause they rounded the flag-boat—Surf leading by 40 *seconds*! In the third round Surf managed to place herself at a much greater distance, having gradually crept away, and the Phryne like an exhausted pedestrian was distanced. The time between the two being 17m. 20s. It was stated that this was the best match ever witnessed on the Clyde, and it must have been truly gratifying to all concerned to witness the supremacy of their native built craft—for she won this prize with glorious odds independent of any time she was entitled to.

One other race came off between the Cinderella, Ripple, Glide, and the Ripple, 8 tons, T. F. Livingstone, Esq. The contest was principally between Cinderella and Glide, and after an animated match the latter came in the winner.

The Kingstown clubs hold a regatta alternate years, and it was the Royal Irish Yacht Club which had the management in 1863. The waters of the harbour were studded with a goodly assemblage of craft of all description, on the 15th July and two following days. The first prize offered was of the value of 60 guineas by the Royal St. George's Yacht Club. Here for the first time the three cracks made their appearance in company with *Æolus*, 50 tons, T. Houldsworth, Esq.; and the Cork pet—*Avalanche*, 47 tons, J. Wheeler, Esq. Here were gathered together the *Rose*, *Shamrock*, and *Thistle*, to contend for the honor of their respective countries; and most assuredly the owner of the successful vessel would be more proud of the *honor* of being hailed the champion, than winning a piece of plate, however elaborate the workmanship, or of whatever intrinsic value.

The Phryne had the lead, with Surf in attendance, who shortly after carried away her topsail yard, which had such an effect on her that she played throughout the match a secondary part. The *Æolus* which was fifth at starting gathered herself together, and collared *Vindex*, and then with lightning speed rushed after *Avalanche*, passed her, and challenged Surf who still was second.—On, on, they went beam and beam, and the *Æolus* shook off the young one, took the second place and rattled away after the English Champion, but it was of no avail as Phryne held her own. The *Vindex* also had a brush with Surf and *Avalanche*, but after running together beam and beam—the Surf drew away, and then shot through the lee of *Æolus*,—again taking second place. Between these two vessels it was a hard fought match which lasted eight hours, the English vessel was proclaimed the winner by 55s. The generous feeling displayed by the Surf's crew was magnani-

mous—they applauded the Phryne on her success as heartily as her own admirers. This is the true spirit in which yachting should be carried on

The second race was for a purse of 30 sovs., when Thought started in company with the Queen, 28 tons, F. M. Ross, Esq.; Fingal, 22 tons, F. Gowan, Esq.; and Emmet, 32 tons, W. W. F. Hay, Esq. This last named went away with the lead, but Thought soon wrested it from her and maintained it to the finish, coming in a winner 5m. 13s. ahead of Queen, and 9m. 43s. of Emmet.

In the third match for a purse of 50 sovs., the Glide beat very easily the Antelope, Ripple, Dove, Spell and Magnet. In the Lillipution match, not exceeding 6 tons, the Sneezzer beat Cygnet, Torment, Arrow, and Rattler.

On the second day, a purse of 100 sovs. was offered, and whether the numerous yachts present were afraid of the Champions, we know not, but it was evident there was a cause why the Phryne, Surf, and Vindex only started. Throughout the match they retained the positions so named from beginning to end, Phryne winning 8m. ahead of Surf, and 32m. 30s. of Vindex. The English Champion being the conqueror in Irish waters.

The Circe, Snipe, and Amy started in a match, but the wind failing it was not decided.

The Thought beat Queen, and Fingal in a match for 30 sovs.

The Lilliputians had another match to day when Torment was the conqueror.

The third day's sport was confined to two matches; the first was for 30 sovs., between Echo, 36 tons, G. Putland, Esq.; Norma, 52 tons, M. Barrington, Esq.; and L'Eolair, 35 tons, J. Townshend, Esq. This was a splendid race in a good breeze, and it eventuated in their arrival at the goal in the order above placed.

The second match, came off between Fingal, Banba, 24 tons, W. I. Doherty, Esq.; Antelope, 13 tons, T. Baker, Esq.; Torment, 5 tons, J. Todhunter, Esq.; Bijou, 11 tons, R. D. Kane, Esq.; and Zephyrine, 26 tons, C. Martin, Esq. The prize in this match was 20 sovs., which after a very spirited race was won by the Banba.

The Irish waters still claim our attention, and we next overhaul the jottings relative to the Royal Cork Yacht Club regatta.* The 22nd of July was ushered in with a fine morn and a fresh breeze blowing from N.E. The first match was between cutters for a purse of 50 sovs., open to any Club.—Three only entered—Æolus, Avalanche, and Hero-

* See p. 381, vol xii.

ine. This was sailed under the new regulation—"no shifting ballast." The Avalanche was the first to bow to the breeze, followed by *Æolus*, and *Heroine* last. Some excellent sailing was displayed, and it was evident they could not get away from each other, for when they returned into harbour the first round there was only a few minutes between them, and the *Heroine* had succeeded in changing places with *Æolus*, the *Avalanche* still leading, and it was only nearing the goal in the last round that the Scotch boat overpowered the *Avalanche* and *Heroine*. Between the first and last there were only 4m.

The three noted antagonists entered for a purse of 50 sovs., and as they curvetted at their moorings all Cork was eying them and drawing comparisons between them. *Surf* dashed off with the lead followed hastily by *Phryne*, and leisurely by *Vindex*. The *Cockney* appeared very calm and collected, but firm in determination to permit her leaders to go a certain distance before she put on one of her powerful spurts; which enabled her to round the Bar buoy the first time 2 seconds ahead of *Phryne*, and 3m. 15s. of *Surf*. This sudden dash woke up her competitors, and they piled on the muslin; *Phryne* running up beam and beam, and eventually passed her. Seeing the *Cockney* in trouble the Scotchman made a feint to take the wind out of her—but so well was she trained that some time elapsed before she would yield—"might overcomes right"—so *Surf* walked into second place. Each then pursued their own course, *Surf* ran out of the wind, *Vindex* into it,—and this splendid affair ended thus:—*Phryne* 2m. 35s. ahead of *Vindex*, 7m. 7s. of *Surf*. The *Cocknies* were in extacies at their glorious achievement, as they received the prize by time with several seconds to spare.

The following started for a prize of 40 sovs., *Thought*, *Echo*, *Emmet*, *Avoca*, and *Warrior*, 23 tons, T. Boland, Esq. The *Echo* was first on the wing, but the *Thought* flew quickly after her, and soon took first flight. *Avoca* during the chase challenged *Thought*, and passed her, but in her haste took the wrong course round the flag-boat which was fatal to her chance; however nothing daunted, she rectified the mistake, and again dashed off after her rival, but without success rewarding her efforts, as *Thought* came in a winner by upwards of 11m. without the allowance of time.

On the second day the game between *Phryne*, *Vindex*, *Thought*, and *Surf*, for a prize of 100 sovs. They got off very close in the order placed—the first with a slight lead, and so they continued until coming to the Ship light for the first time when the *Thought* made a daring attempt to pass *Vindex*, by rushing in between her and the buoy as they

were rounding—it was a close shave ; and gained the second place for a brief space, when Vindex dashed after her, and assumed her former position. Surf now shook off her lethargy, overhauled and passed Thought. Some fine judgment was displayed by the whole fleet, and before the first round finished the Surf had come to the fore, with the Vindex within a length, Phryne a good third, and Thought last. Now they showed their metal, and piled on the canvas for the last round, when a fine race took place between Surf and Vindex, which eventually terminated in favor of the latter, when Phryne weathered upon the bonnie Scot and stood second. In the meantime Vindex ran careering along like a racehorse, and went in a winner 2m. 28s. ahead of Phryne, and 7m. 7s. of Surf.

In the next race for small boats, the sum of 20 sovs., was contested by the Fawn, 14 tons, F. Holmes, Esq. ; Zuffa, 10 tons, A. Hargrave, Esq. ; Ænone, 15 tons, J. Corbet, Esq. ; Fairy, 12 tons, G. Howe, Esq. ; and Pembroke, 11 tons, T. Boland, Esq. This was a very good race, and many changes took place ;—it was ultimately won by Fawn coming in first.

On the third day, the Heroine, Avalanche, and Avoca started for the Carroll Challenge Cup, value 50 sovs., with 15 added.—This race rested principally between the two first named, although the latter stuck to her work well. It was finished by Avalanche coming in 5m. 10s. ahead of Heroine, and 13m. 17s. of Avoca. This concluded the yachting portion of one of the best regattas ever known at Cork.

Return we once more to English waters and visit the Eastern coast, to notice the doings at the Royal Harwich Yacht Club regatta, on the 22nd July. During the first race between Christabel, 47 tons, H. H. Kennard, Esq. ; Siren, 49 tons, T. Groves, Esq. ; and Audax, 62 tons, J. H. Johnson, Esq. ; the two latter were more immediately antagonists, as the Christabel took the lead at starting, and kept it throughout, winning the Commodore's gift, value 50 guineas with plenty of time to spare.

The next match was between Alexandra, Octoroon, Whisper, C. W. Morice, Esq. ; Dewdrop, E. Packard, Esq. ; and Bessie. At the time of starting a furious hurricane came on, but nothing daunted they with difficulty got under canvas—and away dashed the little Bessie, with the Alexandra in close attendance, but as she was gaining on her leader the full force of the gale broke over her, and broke her main mast as it were a reed, bestrewing the deck with topmast, rigging and sails. Fortunately no one was hurt ; the Mystery steam tug was soon in attendance and towed the Alexandra to a place of safety. It was a fearful gale for such small craft, and even old salts looked on with anxiety.

However, the race was run, and the Octoroon became the possessor of the Vice Commodore's gift, value 25 guineas. This was a close run match between the winner and Bessie.

The next match was a claret jug value 25 guineas, presented by the Hon. Col. Rowley, M.P., and was contested by the *Intrigue* (late *Diana*), 77 tons, F. K. Dumas, Esq.; *Waterwitch*, 23 tons, H. Allenby, Esq.; and little *Violet*, 15 tons, P. Bennett, Esq. These were all schooners, and it could only be to afford sport that the two latter entered, for it was out of character to suppose either would have any chance with so powerful a competitor. The result was, after a brief trial, the *Intrigue* was left by herself to finish the match and receive the prize.

The last race was between *Queen*, *Amazon* and *Dewdrop* for a vase, value 30 guineas. The contest was between the two former as the latter stood no chance and retired. After occupying upwards of four hours the *Amazon* came in first, and the *Queen* entered a frivolous protest—which the Committee very properly threw over.

The Royal Yorkshire Yacht Club commenced its regatta also on the 22nd July, which was much to be regretted, as Harwich, no doubt, kept many yachts from attending. The weather was boisterous, as at Harwich. The first race was for a silver tea urn, value 60 guineas, and a piece of plate value 10 guineas. The following put in an appearance—*Albertine*, 100 tons, Lord Londesborough; *Banshee*, 29 tons, E. Squires, Esq.; *Amber Witch*, 51 tons, Captain Bacon; and *Volante*, 56 tons, H. C. Maudslay, Esq. *Banshee* bowled off with the lead, closely pursued by *Volante* and *Amber Witch*—the *Albertine* being delayed by some craft getting in the way, besides fouling her topsail. When fairly away she ploughed after her leaders, and overhauled them one after another. The powerful breeze that was blowing assisted her materially in her work,—but when the wind died away, the *Volante* and *Amber Witch* prospered by her failure, and passed. An excellent match now took place between these two, and was ultimately finished by *Volante* coming in first; but having to allow time the *Amber Witch* received first prize, and *Volante* second.

On the next day, the yacht matches were continued and prizes of 20 guineas for first vessel, and 6 guineas for second were given.—These were contested for by *Shamrock*, 12 tons, Captain Cator, *Pearl*, 9 tons, F. Hoare, Esq.; *Cygnets*, 5 tons, T. M. Oldman, Esq.; *Brunetta*, 9 tons, H. F. Watson, Esq. This was a very exciting match, but finished by *Shamrock* taking first prize, and *Pearl* second.

The Royal Squadron regatta commenced on August 4th, with a match between two topsail schooners, the *Resolution*, Duke of Rutland, owner,

and Lotus, Earl Vane, owner. Great interest was taken in this affair, which eventuated by the Resolution being the victor, she having taken the lead and kept it to the finish.

On the 6th the Squadron Cup value 100 guineas was sailed for by Marina, 65 tons, J. C. Morice, Esq.; Arrow, T. Chamberlayne, Esq.; Crusader, Audax, Christabel and Phryne. This latter vessel allowed all the others to start before she attempted to move, but when she did it was to the purpose, for she soon cut down all but Arrow after passing the Warner; although in Stokes' Bay Marina got ahead it was only of short duration, as off Browndown she met with a mishap which caused her to retire. The race was now between Phryne and Arrow, which vessel gradually drew from her, finishing a splendidly sailed match 7m. 15s. independent of the time she had to allow Phryne.

During this match the following schooners started for Her Majesty's Cup—Albertine, 156 tons, Lord Londesborough; Flying Cloud, 75 tons, Count Batthyany; Aline, 216 tons, C. Thelluson, Esq.; Volage, 104 tons, Lord Colville; Petrel, 64 tons, P. Percival Esq.; and Sultana, 130 tons, Lieut.-Col. Markham. At the time of starting the wind had increased considerably, and they were very cautious with their muslin. Volage went away with the lead, but Albertine took it from her ere they passed Ryde, and the Aline also gave her the go-by. Before however rounding the Warner the Volage had got second place. The match was well contested between these three, as the two latter alternately changed places. Aline however came to the fore ere she passed the western buoy, and was never after headed, the race finishing thus—Aline 10m. ahead of Albertine, but having to allow her 15m. the latter received the prize.

On the 8th the cup presented by H.R.H. the Prince of Wales was won by the Arrow, beating Aline and eleven others.

On the same day the Galatea and Albertine had a glorious spin for 100 guineas, which the former won.

ROYAL SYDNEY YACHT CLUB

We have received from the Secretary of the above Club a copy of their rules, signals, and a list of members. This Club received the following authorised warrant—

"By the Commissioners for executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, &c.

"Whereas—We deem it expedient that the Vessels belonging to the ROYAL SYDNEY YACHT SQUADRON, of Australia, shall be permitted to wear the

Blue Ensign of Her Majesty's Fleet, with the distinctive marks of the Club on the Burgee: We do, by virtue of the Power and Authority vested in us, hereby warrant and authorise the Blue Ensign of Her Majesty's Fleet, with the distinctive marks of the Club on the Burgee, to be worn on board the respective vessels belonging to the ROYAL SYDNEY YACHT SQUADRON accordingly.

" Given under Our Hands, and the Seal of the Office of Admiralty,
this twenty fifth day of April, 1863.

"CHARLES EDEN.

"CHARLES FREDERICK."

" By command of their Lordships,

" W. G. ROMAINE."

The entrance fee is three guineas, and the annual subscription two guineas—the fleet consists of 14 yachts at the present, ranging from 9 to 81 tons, among which (as will be seen in the Universal Yacht List) are some vessels well known as racers in English waters.

The Club is under the patronage of H.R.H. the Prince of Wales, and His Excellency the Right Hon. Sir J. Young, Bart. The officials of the Club are William Walker, Esq., Commodore; James Milson, jun., Esq., Vice Commodore; H. C. Danger, Esq., Treasurer; G. H. Howell, Esq., Secretary; Messrs. T. S. Burt, J. D. McLean, C. Parbury, J. P. Roxburgh, E. Wyld, and Captain Pockley, Committee; and Messrs. J. J. Josephson and J. Grafton Rose, Auditors.

In the sailing directions (which we may give at some future time) there is one rule that *prohibits Shifting of Ballast*.

We were *rather* surprised on receiving the following with a world-known signature, and not having seen the caligraphy of our old friend for some months, we imagined he had wended his way to Sydney, but we were agreeably surprised by receiving a communication from the "real Simon Pure" who is still "one of us," and his communications will be continued.

"Sir.—The Royal Sydney opened the campaign on Saturday last the 31st ultimo, in accordance with a time honoured institution, viz., by the customary opening trip.' The event had been looked forward to with no small degree of interest by the Sydney yachting fraternity, a set of men who are as capable of handling either oar, paddle, scull, or tiller, as any to be met with in the universe.

"*A propos de bottles*, Mr. Editor, it must be a matter of no small pride and gratification to the Sydney blue jackets to find that our Australian Champion Green has earned for himself so proud a position on old Father Thames, where, but for his state of health, it is universally admitted, he would have wrested the championship of England from his opponent Chambers, the 'Hero of a Hundred Fights!' It is also especially gratifying to find that Green has so conducted himself amongst his friends in England, that they have borne willing testimony to his manly, straight forward bearing, and have expressed the utmost confidence in his ability, and honesty of pur-

pose. This is as it should be, and redounds to the credit of the colony more than at first sight may appear.

"*Retourous a nos moutons*.—I have said that especial interest has been for some time past manifested in the opening trip of the 'Royal Sydney,' from the fact that immense exertions had been made to get the new yacht *Xarifa* (Mr. C. Parbury's) under canvas for the first time. Great credit is due both to the builder, Mr. O'Shee, of Woolloomooloo Bay, and to her spirited proprietor, who most assuredly has spared neither trouble or expense in bringing her up "to time." I have, in a previous letter, informed you that the *Xarifa* is to some extent an experiment, although not *entirely* so, being built on the lines of the Australian, the property of Mr. Harnett—a boat which has earned, in these waters, a reputation for great speed. The *Xarifa*, I should think, from personal observation, must measure some thirty-five to forty tons, and has, I am credibly informed, no less than thirty tons of lead and iron ballast on board! This proves her to be both roomy and buoyant, and judging from a recent inspection I should think her cabin accommodation will be equal to that of a vessel of twice her tonnage. She is being handsomely fitted, and, when completed, will be a credit to the squadron. For my own part I may say I am *not* a convert to this new theory of yacht building; my mind has been trained in the old English school, and nothing short of ocular demonstration will convince me that *Xarifa* will come up to the great estimate formed of her as to *speed*! her displacement at the bows was especially observable when underway, nor did she appear to gather such head way 'in stays,' as from her undoubted power was to have been expected of her. These remarks, however, are merely *en passant*, for *Xarifa* was necessarily out of trim, owing to the hurried manner in which she had been placed in commission, and it is premature to form more than a conjectural opinion as to her *sailing* qualities. Of her *appearance* however *afloat*, as I have just said, she pleases not my *prejudiced* (if you will) *English* notions. Compared with the *Era*, *Chance*, or *Mischief*, our three English-built craft, it is to compare "Hyperion to a Satyr."

"With respect to the *evolutions* of the squadron on Saturday, there appeared to be some hitch in the proceedings. Having been favoured with the club programme, I confess I was unable to follow out the various manœuvres. The Commodore's signal No. 1 ('follow me') might have been supplemented by another—'at your earliest convenience'—as no attention was paid to it for at least half an hour! The wind being westerly, however, was not favourable for *evolutions*," and to this cause may probably be attributed the want of efficiency as displayed by the squadron.

"By the way, Sir, would it not be as well to suggest to the Commodore, that a copy of the "programme" should in future be published in your columns, whenever it is proposed having a "field day," as many of the citizens take great interest in everything relating to *harbour sports*, especially: and it would enable the 'evolutions' to be more easily understood by spectators from the shore.

"The 'rendezvous' was at Manly Beach, where the *fleet brought up*,

and all hands '*piped below to dinner!*' As an Irishman observed, the great '*secret* of yachting consisted in its eating and drinking ;' and there's truth in that same !

"The signal '*weigh anchor*' having been made by the Commodore, set the fleet once more in motion on the return to Sydney at 4 p.m. On passing Watson's Bay, the yachts, as seen from the shore, were exceedingly picturesque, and reminded one of days gone by, at Ryde or Cowes!—'in our hot youth when George the Fourth was King!'

"I'll send you another yarn 'ere long.

"VANDERDECKEN."

"*Sydney, 2nd November, 1863.*"

SUMMARY OF YACHTING IN FRANCE, 1863

Our neighbours have commenced yachting in earnest, and we may hope to see the flag of France floating in British waters in friendly rivalry with those of our own Pleasure Navy. In the pages of the *Yachting Magazine* for the first time we record a brief outline of some of the matches which took place during last season; and in future shall endeavour to keep pace with them as they come off.

Monaco.—The principal yacht match did not come off, as only two competitors presented themselves. The other prizes were, however, keenly contested. For the larger boats entered the first prize offered was won by the *Roi des Iles*, M. Béchard, Vice-president of the Cannes Yacht Club; and the second by the *Zephyr*, M. Craviot, of Marseilles. The *Lucifer* and *Adeline*, both of Marseilles, came in respectively third and fourth. The first prize offered for a second series of smaller boats was won by the *Lys*, M de Rosiere's of Cannes; and the second by the *Julia*, M Béchard; the *Fantaisie*, the Duc de Vallambrosa, President of the Cannes Yacht Club, coming in third; and the *Temps M. Oulonne* of Marseilles, fourth. The match originally proposed for a still smaller series of competitors was annulled, in consequence of some error or misunderstanding as to the course. The prizes were distributed by his Highness the Hereditary Prince of Monaco, and the pleasures of the day closed with a brilliant illumination.

Argenteuil.—The first match came off between the *Temps*, M. Carpentier, Etincelle, M. Rey, Alliance, M. Dassy, Petrel, M. More, Tintamarre, M. Ingelet, Favourite, M. Gilbert, Rouennais, M. Godefroy, and Parisien, M. Carlier.

There was a fresh breeze from the north which enabled the yachts to traverse the basin three times, being a distance of 12½ miles. Just before the start the last named vessel carried away her shrouds, and could not repair in time. The affair was well conducted, and they arrived at the goal in the order above placed. After divers casualties, among which Favourite carried away a shroud during the first round although she continued the match. Another match on the above basin took place on May 24th, among

small yachts below 17 feet, there were 10 competitors, and the *St. Louis*, M. Jamin, carried off the prize, although hard pressed by the *Zampa*, M. Fournier.

On June the 7th, there was a match in which the *Marie Gabrielle* won the first prize in first class; the first prize in second class *Atalanta*; and first prize in third class *St. Louis*. On September 6th was again the scene of amusement with small yachts, when the *Atalanta* came in first, and the *St. Louis* second, each taking a prize in their respective classes.

At the Ciotât Regatta the weather was very unfavorable, but after a sharp contest the first prize was awarded to *Zephyr*, M. Craviot, and the second to the *Temps*, M. Oulonne.

October 18th at Argenteuil, the three classes of yachts into which the French river yachts are divided took part. There were in all 21 yachts entered, but several did not race. In the first class 20 feet to 40 feet *Étincelle*, M. Rey came in first, *Ariel*, M. Arthur second; *Tintamarre*, M. Ingelet third, *Alliance*, M. Dassy fourth; *Parisien*, M. Carlier fifth; *Pétrel*, M. More sixth. Second class 16 feet 8in. to 20 feet, *Leman* M. Bon came in first; *Pirate*, M. Petit second; *Heron*, M. Regnault third; *Petit Tintamarre*, M. Monet, fourth. In the third class below 16 feet 8in. *St. Louis*, M. Jamin came in first; *Eglantine*, M. Gainon, second; *Zampa*, M. Fournier, third; *Colibri*, M. Grosset Grange, fourth; *Ourogan*, M. Carle fifth; *Desdemona* M. Lecaran sixth. The matches gave great satisfaction.

Royan, July 26th—The programme announced five events, but the first did not come off owing to insufficient entries. In the second match the first prize was won by *Zampa*, M. Denny; the second by the *Salammba*, M. Tourdan. In the third match the first prize went to the *Mystère*, M. Damen; the second to the *Goeland*, M.M. Verdelet and Coulombeau. In the fourth match the *Caprice* M. Mirande took first prize, and the *Marche on Creve*, M. Daene the second.

Marseille.—After several postponements the regatta at this place came off on the 21st of June, under very unfavourable weather, the wind which had been boisterous for two or three days previous, had not abated any of its fury, and it was much feared that another delay would arise. As the hour of starting came near these fears were allayed by the appearance of a good fleet of yachts out of thirty, which had entered, in two classes. It was intended that the sports should begin with a match between the schooner *Queen of the Isles*, 70 tons, now belonging to M. Dupont de la Thuillerie, and a cutter yacht the *Amelia* 43 tons, M. Turc of Cannes, but unfortunately the latter just on the point of starting sustained some material damage that prevented her. The competitors which were reduced by divers causes from seventeen at starting to five on the completion of a well sailed match consisting of *Zephyr*, M. Craviot, 40 feet long, *Phocéen*, M. Arghaller, 25 feet, *Rosita*, M. Roque, 25 feet, *Adeline*, M. Pelligrin, 30 feet, and the *Temps* M. Oulonne, 25 feet.

The following casualties occurred during the various matches. The *St. Antoine*, which was leading was dismasted, and the *Trident*, M. Olive which

had a very good position, abandoned the match in order to lend its assistance to the St. Antoine. The Zephyr had a man carried overboard by the sea, but he was happily rescued. In the second series the Tempe also sustained some damage, but the Phocéen and Rosita escaped wholly without injury. The third series comprised boats which were quite unequal to cope with the tremendous sea on; it was represented, however, by three boats which held on for some time with a boldness which almost made the lookers on tremble. These were the Hazard, M. Caire; the Hirondelle, M. Borelli; and the Amelia, M. Marango; and it is satisfactory to find that the courage with which they exposed themselves to danger was not followed by any casualty. The state of the sea rendered it impossible to carry out some rowing matches which had been arranged.

At a subsequent period an interesting match came off at Marseilles, a silver cup of the value of £50 having been offered as a prize for yachts above 30 tons. The competitors were the Queen of Isles, 50 tons, M. Dupont de la Thuillerie, and the cutter Amelia, 48 tons, M. Turc. The cutter profited by a strong N.N.W. breeze to a greater extent than the schooner, and came in a winner, the schooner not fully completing the distance. French yachtsmen are of course highly delighted with the success which the cutter achieved, but it is stated that she is a regular clipper.

The following matches also took place. In the first, which was between yachts of from 25ft to 33ft, there were ten entries, and the first prize of £48 went to the Zephyr, M. Craviot, the second of £16 to the Jeannette, M. Turc, and the third to the Lucifer, M. Crotte, the Victoria, an English yacht from Malta, only arrived fifth; The Tempe, M. Carpentier, came in second, but was disqualified in consequence of having made ready some time before the signal to start was given. In the second, for yachts of from 20ft. to 25ft. there were nine entries, and the first prize of £32 went to the Etincelle, M. Nicolas, the second prize of £10. to the Phocéen, M. Argballer, and the third to the Mathilde, M. Chaix. In the third, for yachts below 20ft., there were six entries, and the first prize of £24 went to Les Intimes, M. Chateau, the second to the Papillon, M. Olive, and the third to the Mon Idée, M. Pedemonte. The prizes awarded by the Minister of Marine, two gold medals, were won by the Etincelle and the Phocéen, both of the second series. The Zephyr, of the first series, arrived second, but lost its right to the second prize in consequence of the allowance which it had to make for its greater length, 40ft.

Bordeaux.—The regatta for small yachts of third, fourth, and fifth classes, took place over a course in the river equal to 24 miles. The first match was for yachts from 22 to 25 ft. floatation, and the prize a silver medal was won by the Mystère, Damne. In the second match—yachts from 20ft to 22ft., the prize went to the Lucifer, M. E. Mege, and in the third, below 20ft., first prize awarded to Voila, M. Victor, and second to Papillon, M. Levasseur.

Dieppe Regatta.—Attracted on Sunday, August 2nd, a considerable attendance of amateurs from Paris, Rouen, and Havre, and several foreign.

yachts brought visitors from beyond the Channel. In the rowing matches the *Eva*, R. Bain of London, took the first prize, given by the town, and the prize offered by the Chamber of Commerce, with £12 added by the Havre Regatta Society. In the first sailing match between small yachts not exceeding 24 feet in length, the first prize given by the town, went to the *Léman*, of Rouen, M. Bon. In the second match, between pleasure yachts and boats specially devoted to pilotage purposes, the departmental gold medal and a work of art given by the town were won by the *Ariel*, Mr. John Arthur of Paris, (the *Ariel* also obtained the prize of honour given by the Emperor); the second prize, a bronze medal given by the Society, being won by the *Tintamarre*, of Argenteuil, M. Jugelet. The *Concorde*, of Dieppe, M. Lefebvre, obtained a special prize of £4 given by the Dieppe Cricket Club to the Dieppe boat arriving first in a general sailing match. Several other matches of local interest followed; a silver medal given by the Ministry of Marine, and £4 presented by the town for fishing boats, being won by the *Les Unis*, of Dieppe, M. Lelong.

Havre Regatta was celebrated August 23rd, and was a very successful affair. The first sailing match was between eleven pilot-boats, which was very exciting and some excellent manœuvring was exhibited. The *Monette* of Cancale took the first prize, a gold medal given by the Emperor, and 1,000 francs given by the Chamber of Commerce; the *Celestine Aglea* of Havre, second prize, 600 francs given by the Society of Regattas; and the *Jeur Constant* of Havre the third prize, 300 francs, given by the underwriters of Havre.

The yacht match was open to all nations, in two classes; first class from 11 to 15 metres in length, second from 8 to 11 metres; to be despatched together, the first yacht in of either class to have, in addition to the prize of her class, a large gold medal of honour, presented by H.I.H. the Prince Napoleon. For the first class yachts; first prize, a gold medal given by "le Cercle de la Marine," and 1,000 francs by the City of Havre; second 400 francs by the Society of Regattas. Unfortunately this match did not come off for the want of entries. Second class yachts under 11 metres, 10 tons; first prize, a gold medal given by the Cercle de la Marine, and 800 francs by the Society of Regattas; second prize, 300 francs by the Chamber of Commerce. The following were the entries:—Algerine, Southampton; *Ariel*, Paris; *Myosotis*, Havre; *Marie Gabrielle*; *Violette*, Havre; *Rouennais*, Rouen; *Tintamarre*, Paris. The above match was that of the day, and it is impossible to describe the excitement which it occasioned, so great was the enthusiasm with which the victor, Mr. F. Roosman, owner of the *Algerine*, was greeted on the return of the yachts. The *Algerine* is 10 tons, and has already exhibited her fleetness at Southampton Regatta, where she beat the *Folly*, *Quiver* and *Midge*.

Several other matches followed, chiefly among fishing vessels, small pleasure boats, four oared galleys of all nations (amateurs), whale boats, rowing and sculling matches, &c. The prize for amateur galleys was won by the *Lutece* of Paris, beating by 10s. the *Léman* of Rouen, and the *Pere Tran-*

quille of Dieppe by 55s.; the first prize 1,000 francs and gold medal, second a medal and 500 francs. The Gorilla of Southampton was entered, but had not arrived in time to start; also the Eva of London, who mistook the hour for the start. In the evening there was a display of fireworks.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

A meeting of this Institution was held on the 7th January, at its house John-street, Adelphi, Thomas Chapman, Esq., F.R.S., V.P., in the chair. There were also present Captain Sir Edward Perrott, Bart., M.P., Alexander Boetefeur, Esq., Admiral W. H. Hall, F.R.S., W. H. Harton, Esq., Captain Egerton, R.N., John Griffith, Esq., and Captain J. R. Ward, R.N., inspector of life-boats of the Institution.

Mr. Lewis, the Secretary, read the minutes of the previous meeting.

Rewards, amounting to 177*l.* 11*s.* 6*d.*, were voted to pay the crews of the following life-boats of the Institution, in acknowledgment of their gallant services in rescuing shipwrecked crews consisting of 198 persons, hereinafter named:—Holyhead life-boat for saving 48 persons from the wrecked vessels—barque *Confiance*, of Liverpool; barque *Elizabeth Morrow*, of Glasgow; schooner *L'Esperance*, of Nantes; and schooner *Elizabeth*, of Whitehaven; Filey life-boat for rescuing two out of three of the crew of a fishing-boat; Tenby life-boat for saving a fishing boat's crew of three men; Barmouth life-boat for rescuing the crew of five men from the schooner *Margaret and Jane*, of Dublin; Penarth life-boat for assisting to save the *Jupiter* and her crew of eight men in a collision; Swansea life-boat for rescuing 18 men from the barque *Duke of Northumberland*, of London; Llandwyn life-boat for saving the schooner *Harry Russell*, of Barrow, and her crew of eight men, and also the crew of four men from the brigantine *Maria*, of Alnwick; Skerries life-boat for saving the lugger *Vigilant*, of Peel, Isle of Man, and her crew of seven men; Southport life-boat for rescuing eight of the crew of the ship *David Clinton*, of New York; Portmadoc life-boat for saving the schooner *Economy* and her crew of five men; Irvine life-boat for rescuing three men from the smack *Lewis* of Cambeltown, Aberystwith life-boat for assisting to save the brig *Mary Anne*, of Scilly and her crew of seven men; Thurso life-boat for rescuing the crew of 15 men from the barque *Graces*, of Shields; Lytham life-boat for saving the schooner *Fame*, of Preston, and her crew of five men; Bacton life-boat for saving 22 lives from the barque *Ina*, of North Shields, and schooner *Ellen*, of Jersey; Carmarthen Bay life-boat for assisting to save the ship *British India*, of Liverpool, and her crew of 27 men; Aldborough life-boat for rescuing three fishermen and their boat from destruction, making a total of 198 lives saved by the Institution's life-boats during the fearful gales of last month. The silver medal of the Institution was voted to Mr. William Cubitt, of Bacton, in testimony of his gallant services in the Bacton life-boat, as above mentioned. The silver medal of the Institution was also voted to James Candlish, coxswain of the Lytham

life-boat of the Institution, in testimony of his general gallant conduct in assisting to save in the life-boat a large number of lives from the various wrecks.

Payments amounting to 133*l.* 14*s.* 2*d.* were also voted to pay the expenses of 16 life-boats of the Institution in putting off in replies to signals of distress, with the view of saving life from different vessels, but which did not from various causes, ultimately require the assistance of the life-boats. Some of these services were often attended with as much risk and toil as those of the life-boats which actually saved life.

The Ramsgate life-boat, in conjunction with the steam-tug *Aid*, belonging to the Board of Trade, also performed a noble service on the night of the 2nd ult. in rescuing, during a fearful gale of wind, 102 lives from the emigrant ship *Fusileer*, of London, and 18 men from the barque *Demerara* of Greenock. The Institution voted its silver medal to Isaac Jarman, the gallant coxswain of the life-boat, and its thanks, inscribed on vellum to the master of the steam-tug. The crews of the boat and steamer had been rewarded elsewhere.

Rewards amounting to 51*l.* 5*s.* were also voted to the crews of shore boats and other persons for rescuing, during the recent storms, 56 lives from different wrecks, as follows :—Fishing-boat of Tenby, three men saved; four men from the brig *Arthur Leary*, of London; 28 persons from the sloop *Bardsey*, of Carnarvon; schooner *Elizabeth* and *Margaret*, of Carnarvon; brigantine *Nelson*, of Carnarvon, and *Three Susans*, of Bangor; and schooners *Gleaner*, and *Helen*, of Carnarvon; three men from the sloop *Swan*, of Swansea; four men from the ketch *Four Brothers* and *Four Sisters*, of London; three men from a West Hartlepool pilot-boat; one man from the sloop *Tredegar*, of Newport; one man from a boat capsized off Queens-town; five men from the schooner *Gleaner*, of Cardigan; and 11 men from the galiot *Cornelia*, of Hanover.

Some of these services were of a very gallant character. Inspecting Lieutenant Kennedy, R.N., of the Coast Guard, put off in a heavy gale of wind in a boat, with his crew of four men, to the rescue of the schooner *Gleaner*, off the coast of Kerry. After having been twice capsized in the heavy surf, they succeeded on the third time, after extraordinary efforts, in getting through the breakers and in saving the five shipwrecked men. The Institution voted its silver medal to Lieutenant Kennedy, and 8*l.* to his crew, in testimony of their intrepid and persevering services on the occasion. Again, the only survivor of the crew of the sloop *Tredegar* was observed on a plank near the shore off Walton, and was seen suddenly to be washed off; a fisherman named Charles Bacon immediately rushed into the surf to his rescue. He was found insensible, but Bacon succeeded nevertheless in bringing him ashore, and afterwards, with some help, in conveying the poor man to a cottage.

Many more cases of daring acts during the recent storms might be detailed did space permit.

However it is satisfactory to know that 374 lives were saved from different wrecks during the storms of the past month by the life-boats of the Institution and other means—a most gratifying and encouraging result, and showing clearly the noble and strenuous efforts that are now constantly put forth to save shipwrecked sailors mainly through the instrumentality of this valuable and patriotic Institution.

Reports were read from the inspector and assistant-inspector of life-boats of the Institution on their recent inspection of life-boats on the west and south-west coasts. The life-boats were found everywhere in excellent order, and reflecting much credit on the local committees and the coxswains of the boats.

It was reported that Lady Cuninghame Fairlie, and E. W. Cooke, Esq., M.P., F.R.S., had presented to the Institution the cost of two life-boats. Lady Cotton Sheppard had presented 250*l.* to the Institution, 50*l.* of which sum she had collected from her friends and others to defray the cost of an additional life-boat for the Carnarvonshire coast. Her ladyship had previously given the Institution the cost of two boats. W. N. Rudge, Esq., had also collected upwards 550*l.* on the London Stock Exchange for the Institution. Sermons had been preached in aid of its funds by the Rev. Frederick Reade, M.A., of Brighton, and by the Rev. J. H. McCheane, M.A., of Leeds. Payments amounting to 1,420*l.* were made on various life-boat establishments.

During the past month the Institution had sent new life-boats to Pembrey, Eastbourne, and to Arklow, and eight other life-boats were ordered to be built forthwith.

The books and accounts of the Institution for the present year were ordered to be sent to Mr. Begbie, the public accountant, who had been the auditor of the Institution for the past ten or twelve years.

A cordial vote of thanks was given to Mr. Chapman, for his valuable and zealous co-operation during the past year. A vote was also presented, in similar terms, to Sir Edward Perrott, Bart., as chairman of the preparatory committee of the Institution.

The proceedings then terminated.

Lifeboat Expenses.—During the year which has just closed the National Life-boat Institution has incurred the following expenses on other additional new life-boat stations, or the replacing of old boats, transporting carriages, and boat-houses by new ones :—viz. Berwick-on-Tweed, 340*l.*; Filey, 267*l.*; Bridlington, 340*l.*; Teignmouth, 574*l.*; Sennen, 340*l.*; Bude, 292*l.*; Pembrey, 203*l.*; Cardigan, 198*l.*; Porthdinilaen, 273*l.*; Lytham, 513*l.*; Fleetwood, 161*l.*; and Arklow, 204*l.*; Thorpeness, 200*l.*; Hastings 196*l.*; Eastbourne 265*l.* The Institution has also expended on the repairs, stores, painting, alterations, and inspection of its numerous life-boats, boat-houses, and transporting carriages, and spare life-boats and carriages, 6,815*l.* 14*s.* 1*d.*; and 2,441*l.* 9*s.* 1*d.* for coxswains' salaries, and exercising the crews of its life-boats, making altogether a total of 13,819*l.* 3*s.* 2*d.*

The National Life-boat Institution has also granted during the same period, 1,351*l.* 6*s.* 4*d.*, as rewards for saving by its life-boats and other

means, seven hundred and fourteen persons from a large number of shipwrecks on our coasts. A most satisfactory result, and clearly showing how much can be accomplished by the well-directed efforts which the Institution has brought to bear on this humane work. The Institution has now 125 life-boats under its management. Each of these establishments requires about 50*l.* a year to keep it in an efficient state. Again, the cost of a complete life-boat station is about 600*l.*, including the expense of the life-boat and the equipment, transporting carriage, and boat-house. The operations of the Life-boat Institution now extend all over the coasts of the British Isles. To maintain and perpetuate these operations, is a matter of earnest and constant solicitude to the committee. They have incurred a great responsibility, but they do not shrink from it ; and are determined with the continued sympathy and liberality of the British public, to leave no effort untried that can in any way tend to lessen the fearful annual loss of life from shipwrecks on our shores.

A meeting was held the 4th February, at the house, John-street, Adelphi, Thomas Chapman, Esq., F.R.S., V.P., in the chair. Mr. Richard Lewis, the Secretary, read the minutes of the previous meeting. A reward of 13*l.* was voted to the crew of the Institution's life-boat stationed at Palling, Norfolk, for putting off and saving the crew of three men from the Prussian sloop *Annette Cathalina*, of Groningen, which was observed in distress off Palling during stormy weather on the 5th January.

A reward of 15*l.* was also voted to the crew of the Newbiggin, Northumberland life-boat of the Institution, for going off and saving 14 men and one woman from the Norwegian barque *King Oscar*, which during thick and stormy weather had struck on Newbiggin Point, on the night of the 11th January.

A reward of 13*l.* was likewise voted to the crew of the life-boat of the Institution at Whitburn, for going off on the night of the 13th January, and saving seven men from the steam-tug *Rob Roy*, of Sunderland, which had struck on the Steel Rocks, off Whitburn, and afterwards became a total wreck.

A reward of 4*l.* 10*s.* was also granted to the crew of the Brightstone Grange, Isle of Wight life-boat of the Institution, for putting off and rescuing the crew of four men from a small boat belonging to the schooner *Thetis*, of London, which had foundered during stormy weather off St. Catherine's Point, Isle of Wight, on the 19th January. The cost of this life-boat was presented to the Institution by the Royal Victoria Yacht Club, and since she has been on her station she has been the means of rescuing 138 lives from shipwrecks.

A reward of 4*l.* was also voted to the crew of the Newcastle, Dundrum Bay life-boat, belonging to the Institution, for going off and saving two of the crew of the *Hamilton Gray*, of Liverpool, which was totally wrecked during a heavy gale of wind on Dundrum Bar on the 2nd January.

Rewards amounting to 13*l.* 13*s.* were likewise granted to the crews of the Institution's life-boats, at Tyrella (Dundrum Bay) and Porthcawl, for

putting off in reply to signals of distress from vessels which did not, however, ultimately require the services of the boats.

During the past year, the life-boats of the Institution had saved 417 shipwrecked persons; and the Institution had also granted rewards for rescuing 297 persons by shore-boats and other means. For these joint services the Institution had awarded 1,351*l.*, and had expended on life-boat establishments during the same period 13,819*l.*

A reward of 14*l.* was also voted to the crew of the Scratby life-boat, called the 'Prince Albert,' for going off and saving the crew of 14 men of the barque Fifth of May, which during a gale of wind had been wrecked off Hasboro' Knoll, Norfolk.

A reward of 14*l.* was also voted to the crew of the lugger 'Dauntless,' of Kingsdown, for rescuing, at much risk of life, the crew of four men of the Hanoverian galliot Cornelia, which during a heavy gale of wind was wrecked, on the Goodwin Sands.

The Institution decided to station new life-boats at Greencastle at the entrance of Londonderry, and at Dunbar. It was reported that Robert Whitworth, Esq., of the firm of the celebrated gun manufacturers of Manchester, had recently collected in that city the cost of two life-boats, and nearly 100*l.* a year for their future maintenance.

The following legacies had recently been left to the Institution, viz., the late David Campbell, Esq., of Rothesay, 120*l.*; the late Richard Spence, Esq., of Gower Street, 200*l.*; and the late Miss Emma Keate, of Kensington, 300*l.* A friend presented to the Institution 100*l.* for the preservation of his wife for another year. Payments amounting to 663*l.* having been made on various life-boat establishments, the proceedings terminated.

MEMORANDA OF YACHT CLUB MEETINGS.

Royal Mersey Yacht Club.—The meeting for February of this society was held at the rooms of the Tower, Liverpool, Feb, 1st: Commodore Graves presided. Several members were admitted by the ballot. The sailing committee having been occupied for some time past in revising the laws and regulations of the club, brought their labours to a close, and submitted their report to the meeting, which was approved of, and ordered to be printed. The days of the regatta sailing matches, as recommended by the sailing committee, were fixed to take place on Thursday, June 30, and Friday, July, 1st, next. The treasurer brought forward the financial statement for the past year. After paying the general expenditure and amount for prizes, there remained a very handsome balance at the bankers to the credit of the club. The accounts were passed, and the treasurer requested to invest a further sum in the Dock Estate Bonds. The annual club ball, which has generally taken place in the winter season, was proposed to be held during the regatta in the summer, and this seemed to be well received by the members present.

Royal St. George's Yacht Club.—The Dublin Bay regatta for the ensuing season will be under the direction of the Royal St. George's Yacht Club, the members of which were convened on Tuesday, Feb. 2nd, when the days fixed upon were Thursday and Friday, July 7th and 8th. The Royal Mersey Yacht Club regatta, it will be seen elsewhere, is appointed for the, Thursday and Friday in the preceding week, and the Royal Cork Yacht Club regatta about a week afterwards, so that no clashing of interests will take place. At the meeting above alluded to it was resolved that no yacht sailing in a match shall be allowed to have shifting ballast on board.

Royal London Yacht Club.—The monthly meeting of the above club was held at the Caledonian Hotel, Adelphi, on Monday evening, Feb. 15th; Mr. Arcedeckne, the commodore, presiding. The minutes of the previous meeting having been read and confirmed, the following gentlemen were elected members:—Messrs. N. L. Low, F. W. Spooner, J. W. Clayton, P. J. Anderson, H. Hydes, F. Edwards, W. E. Gaine, C. Gateskell and A. Bush.—Mr. Eagle after congratulating the club on the great success of the late ball, said that it was mainly attributable to the eminent services of Mr. A. Crossley, the chairman of the stewards, and to the gentlemen co-operating with him, and said the club would be wanting in the respect due to them if they omitted to pass a vote of thanks upon Mr. Crossley and the ball stewards for the admirable manner in which they had conducted the arrangements. The vote of thanks having been carried unanimously, Mr. Crossley replied, thanking the club for the kind manner in which they looked upon their services, and assuring the members that their approval was a sufficient reward. He was happy to find that everything had gone off so satisfactorily and hoped on future occasions there would be a repetition of the same success.

Prince of Wales Yacht Club.—At the meeting of the Club, January 8th, the Commodore, Mr. R. Hewett, said "he had a very unpleasant task before him which he had deferred to the latest moment, he found that his business arrangements would take him away from London altogether in the course of a month or two, and as he should not be able to visit London more than once, if as often as that, in the course of a year, he was reluctantly compelled to resign his post as Commodore. As soon as he learnt that he must leave them he wrote to the Secretary, and now he tendered his resignation to them in person. They knew full well that he had had the interests of the Club very deeply at heart during the last nine or ten years. During that time they had spent many happy moments in each other's society, and he felt as they must understand, great regret at leaving them, but as he could not avoid it, and must leave London by March at the latest; he hoped they would look around them and select a Commodore and Vice-commodore before the season came on. The spring was the time when a Club most needed its officers, and as there were many men in the Club competent to fill these posts better than their predecessors, he hoped the club would at once let them enter upon their duties. He had not the slightest doubt that the old club would go on as well as ever, and they might rest assured that however distant he might be from them he would still have their interests at heart.

The Treasurer observed:—"Deeply as they must regret to hear of the Commodore's resignation, still he hoped there were some good men yet in the club who would endeavour to carry out the duties of the office as well as Mr. Hewett had done for so many years. That gentleman's advice and assistance had ever been ready and useful, and they had had, he thought less difficulties to contend against than any club on the river since Mr. Hewett had presided over them. They had also had good matches, and provided good entertainments for members otherwise inclined. He trusted the same good feeling would always exist among the members towards their Commodore as had existed, and that he would ever think of them as he had done. In conclusion, they could only thank Mr. Hewett for his good service during the period he had presided over them and hope that prosperity might attend him wherever he went."

The monthly meeting of the above club was held on Friday evening, Feb. 12th, at the Freemasons' Tavern; the Commodore, Mr. R. Hewett, in the chair. The minutes having been read out and confirmed, Mr. Percival Turner, the treasurer, pressed the Commodore, who had given in his resignation on the previous club meeting, to remain with them for at least another season. Mr. Hewett explained that, however willing, business prevented his complying with the request, and pointed out to them the necessity of at once appointing not only the Commodore, but filling any other vacancy which had arisen. Mr. Webster having stated that he had seen Mr. Harrison, the eminent yachtsman, who had very kindly expressed his most earnest wish to be of any service to the club, and had consented to accept office if it would further its interests, some conversation arose, in the course of which well merited compliments were paid to Mr. Harrison, Mr. Long of the Octo-noon, and Mr. Sadlier, and those three gentlemen were unanimously put in nomination for the vacant offices of Commodore, Vice-Commodore, and Rear-commodore.

Norfolk and Suffolk Yacht Club.—This club musters a fleet of 31 sail and is in a very prosperous condition. The officers for the present year are W. H. Clabburn, Commodore; H. P. Green, Esq., Vice-commodore; P. E. Hansell, Esq., Rear-commodore; C. W. Millard, Esq., Secretary and Treasurer.

The opening dinner will take place at the Royal Hotel, Norwich, on Wednesday, May the 18th, and the opening trip on the following day, the yachts starting about 11 a.m., from Brundell on the river Yare, about seven miles below Norwich.

Complaints having been made last year of there not being sufficient depth of water in many parts of Oulton Broad, it has been decided that the third regatta of the season, which has usually been held there in the month of August, shall be discontinued, and that the 3rd regatta shall be held at Cantley instead thereof, and the regattas for the present year have been fixed as follows, viz:—The first at Cantley, June 9th; the second at Wroxham, July 7th; and the 3rd at Cantley, August 4th.

Temple Yacht Club—The February meeting of this club was held on Wednesday, Feb. 3rd, at the club-house, Ship Tavern, Essex-street, Strand, the Commodore and Vice-commodore presiding. The minutes of the last meeting having been read and confirmed, Messrs. Teague (hon. sec. of the Ranelagh Yacht Club) and Smart were elected members; Messrs. Ball (yacht Robert), Stillwell, Phillips, Ponder, and Walton, being proposed for election next meeting night. The following gentlemen were re-elected:—Commodore, Mr. Gardner; Vice-commodore, Mr. Hildersley; Rear-commodore, Mr. Beurlé; Treasurer, Mr. Fricker; Hon. Secretary, Mr. Moases; Auditors, Messrs. Havard and Porter. The opening of the season is fixed for Thursday, March 24th, when the members and friends will dine at Mr. Phillip's, Anchor and Hope, Charlton, on which occasion a handicap match will be sailed by the yachts belonging to the club, the prizes for which will be the entrance fees and subscriptions.

YACHTING INTELLIGENCE.

The Echo cutter 32 tons, has been purchased by W. I. Doherty, Esq.

The Surf cutter 62 tons is now the property of W. W. Hay, Esq.

A new schooner, Zelia, 195 tons, C. S. Hannington, Esq. will be launched from Mr. Inman's yard, Lymington, on or about the 24th of March.

A new Club is we hear about to be established in Dublin, which will be called the Prince Alfred, and is intended as a practical racing club, members as timoneers, and extra hands to be chosen from amateurs. In fact it will be like the Irish Model, a real nursery for the Tyro.

Shifting Ballast.—The Mersey, St. George's, Cork, Thames, Westerns E. and I., London, &c., will adhere strictly to the rule, and no yacht having on board any bags of shot or other ballast for the purpose of trimming will be allowed to compete.

REGATTAS AND MATCHES.

May 30—Royal London Yacht Club first class match.

June 9—Norfolk and Suffolk at Cantley.

14—Royal London Yacht Club second and third class.

21—Royal Western Yacht Club.

30—Royal Mersey Yacht Club.

July 1—Ditto

7—Norfolk and Suffolk Yacht Club at Wroxham.

7 & 8—Royal St. George Yacht Club.

Aug. 4—Norfolk and Suffolk Yacht Club at Cantley.

NOTICE TO CORRESPONDENTS.

The answer by "Red with White Maltese Cross" to "Blue Ribbon arrived too late,—both in our next; also "Salvage to Life-Boat Crews."

All Communications to be addressed 6, New Church Street, N.W., London.

HUNT & Co., Printers, 6, New Church Street, Edgware Road N.W., London.

HUNT'S YACHTING MAGAZINE.

APRIL, 1864.

YACHTING IN THE NORTHERN WATERS OF SCOTLAND.*

AFTER passing Ailsa Craig we made for the Clyde; a fleet of yachts came in sight,—they were a portion of those which had been taking part at the Dunoon regatta, and were then bound for Dublin to attend one there. It was, to us, an interesting sight to see them in full sail, running free, each doing their best, and all performing well. It might seem invidious to point to any in particular, when all were so perfect. Amongst them were examples from the yards of the most celebrated builders,—there were the *Circe*, *Fiery Cross*, *Vindex*, *Surf*, *Phryne*, *Thought*, *Æolus*, *Gleam*, and others.

A connoisseur in pictures is so familiar with the characteristics of different masters, he will, at once, pronounce one to be a "Turner," another a "Stansfield," a "Millais," a "Hunt," and so on. So it is with the connoisseur in yachts, he will, as confidently, point out if the builder be Fife of Fairlie, Wanhill of Poole, Inman of Lymington, Camper of Gosport, Hatcher of Southampton, or Hansen of Cowes; or, if iron-built,—if from the yard of Steele & Son, Simons, or other builder.

Some of our party on board, having acquired a fair share of amateur knowledge of yacht-building, and being acquainted with the

* Continued from page 113.

peculiarities of different builders, and having some decided notions thereon, some learned discussion took place, which not being intended for the public, the writer does not consider himself at liberty to report them. It must, therefore, be sufficient for the occasion, to say, that had the owners, or builders, heard all which passed, they would have heard nothing to offend, but much to gratify.

Yachtsmen and tourists in Scotland, often enquire what is the precise locality, and extent of the Scottish Highlands? What are the Clans? Where are the kilted Islanders? These are questions to which satisfactory replies are not always obtainable. The Highlands proper, may be said to be comprised of Dumbartonshire, including the hills on both sides of Loch Lomond; the mountainous parts of Stirling, Perthshire, all Argyllshire, and the Western Islands; which would appear to be a large portion of Scotland, if the hills were reduced to a flat surface. It was once proposed by a Scotchman, when disputing with an Englishman, as to the extent of their respective countries, to have them rolled out in order to decide their dispute.

As regards clans, and the kilt, they are now, more a matter of history than of fact. Formerly each clan was divided into three orders, the head of which was the Chief, who was, in most cases, proprietor of the territory. There were Tacksmen, Goodmen, and Tenants, who were, generally, relations of the Chief; there were subordinate branches in some of the more important clans, headed by a Chieftain, who was bound to follow his Chief, and to obey him in all lawful service; but whose notions as to the exact meaning of the word "lawful" might not, however, at all times, have been in accordance with those of modern times—

"For why? because the good old rule
Sufficed him:—the simple plan
That they should take who have power,
And they should keep who can."

The Highlander of ancient times disdained to hold his lands in a sheepskin; he obtained them by his sword, and was ready to defend them with the same weapon. A New Zealander, it is said, holds his lands by a similar tenure. It is related that a presumed owner of some land in New Zealand was solicited to dispose of it to a settler, and consented; when asked, what was his title? replied, "he killed and ate the former possessor—what better title could be given?"

The Tacksman, was generally a superior person in point of education, and gentlemanly qualifications: he had in fact to play the part of courtier, and was expected to have a ready and versatile politeness, and *savoir faire*. He was usually distinguished by a feather worn in his bonnet,—in other respects his costume varied but little from that of the Chief.

The feuds which existed in former times often originated in mere trifles; and such was notoriously the revengeful spirit of the Highlander, that he was said never to forgive. So deeply was that sentiment impressed upon him, that on one occasion, when a minister was attending a dying Chief, he urged the Christian duty of forgiveness to his enemy, and quoted the passage from the Scriptures:—"Vengeance is mine, saith the Lord." To which the dying man replied, "To be sure—to be sure—it would be too sweet a morsel for mortal man. Weel, weel, I forgive him:" then turning aside, in a subdued voice, said to his son, "but the de'il tak' you, Donald, if ~~you~~ forgive him."

The people of the clan bore to its Chief, all the zeal and affectionate deference, and blind devotion of children to a father, and were ready to give up their lives to serve him in the hour of need. The clansman was so proud of having the same blood flowing in his veins, as that in his Chief,—all the clan being supposed to have descended from the same stock, and bearing the same name, bore themselves with a manly dignity—which is still to some extent a characteristic of the true Highlander. May not his soldierlike bearing, general politeness and address, be the result of impressions which clanship-pride educes? It certainly helps a man to be a gentleman to believe himself allied to that class, and, that to dishonour his clan, would be a heinous offence. The Chief, willingly acknowledged the poorest of his clansmen, shaking hands with them, freely, whenever they might happen to meet. The following anecdote will serve to shew the estimation in which the clansman was held by his Chief;—a Highland Chief being in London, on a visit, his entertainer called his attention to a pair of elegant chandeliers, which had recently, and at great expense, been placed in his drawing-room, which of course, he politely, and probably with sincerity, admired. The Chief, however, informed his entertainer that he could show him a pair, of even superior value, if he would favor him with a visit to his highland home. He, subsequently, accepted the invitation, and the

hall in which he was entertained was illuminated by two well-armed kilted Highlanders, each holding in his hand a blazing torch of bog fir! "These are my chandeliers," said the Chief, pointing to the Highlanders, "what do you think of them?" The southerner thought them the right thing in the right place, and admired them accordingly. In course of conversation, in answer to an enquiry made by his guest as to the extent of his estate, he referred to the unique specimens of the Highland chandeliers, and replied—"Five hundred such as those can be raised upon it." The case is very different now. In order to determine the present value of a Highland estate the questions asked are,—“How many sheep and black cattle? or, how many deer will it carry? and if game abound upon it?”

In many instances the Highland districts have been drained, not only of their superfluous population, but of the entire mass of inhabitants. If the hour of need should come, and it may not be far distant, the pibroch may sound through the deserted hills and glens, but will the summons be responded to as in days gone by? The answer may come—but from distant shores; and, in the words with which they took leave of their own,—“*Ha til, ha til, ha til me tulidh.*” “We return, we return, we return no more.” The attachment of the Scottish Highlander to his Chief, did not make him less loyal to his Sovereign. It never entered his head that the Chief was anything more than the head of his clan, whose power and influence although extensive, were strictly paternal.

Whatever may have been their condition in former times, the Highlanders of the present day, are better educated; their morals are of a higher standard; and they are more deeply impressed with the importance of religion, than is the case in any of the remoter pastoral districts in England; and there is, perhaps, no other portion of the globe in which life, and property, are held in greater respect, or enjoyed in greater security. This opinion is founded on a knowledge acquired by the writer, during a sojourn amongst them, extending over a good portion of twenty years.

The Highlander is now rarely distinguishable by his dress. The facilities for travelling, and frequent intercourse with Lowlanders, is rapidly bringing about an almost universal abandonment of the national picturesque costume. Some few of the Lairds of the soil still cling to that in which their ancestors have, in former times, earned honor and fame. The Tartan *plaid* may be ranked amongst compa-

ratively modern inventions ; but the Tartan *strips* has been in use since a very remote period. The kilt or philibeg is, obviously, the original belted plaid improved. Formerly it consisted of a web of Tartan wound round the loins, to form a petticoat, the superfluous length being carried over one shoulder, to be drawn over both in case of need. The material of Highland dress was made from home-spun wool, coloured with certain vegetable dyes, known to themselves : so was the scarf, and was so worn as to be easily cast aside, if called upon suddenly to defend himself, or, in case of emergencies.

There is an abundance of evidence to shew that the kilt is not a modern invention :—In Henry the Eighth's time the Highlander was designated "Red Shanks," which is good evidence that, at that time the "trews" were not worn by the Highlander. In proof of the ancient use of the kilt there are pictures existing of Highlanders in full costume ; one at Taymouth castle, evidently of ancient origin ; and one at Castle Grant, Invernesshire, painted in the 16th century. There is also on the ruins of a church in the Island of Harris, a sculptured stone representing a Highlander in full costume, and the building is said to be the oldest stone structure in Scotland, excepting the Glasgow cathedral.

We may, therefore, claim for the kilt a very ancient origin, perhaps as ancient as the Highlander himself, who must be descended from Adam and Eve, claiming as he does to speak the same language as they spoke in Paradise. He also claims the honor of having populated Great Britain, and a good part of Southern Europe. As to the populating part of the affair he is well supported by historians and antiquarians : as to the language part of the business *n'importe*. Who knows or cares what language was spoken in Paradise,—so let it be Gaelic, if that please the Gæls.

The isolated position of some of the Highland estates, even at the present day, is such as would try the powers of endurance of all but those who have, in early life, been accustomed to the solitude and toils of mountain life ; who have followed the chase, or herded the flocks. In former times it was too much the habit of the Highland proprietor to have recourse to the whiskey bottle, when he lacked occupation, or weather was such that he could not pursue his ordinary avocations, or out-door amusements. It is told of an Argyllshire Laird, that when weather was so bad that he could not ven-

ture on the hills with his gun, or whip the streams with his rod, he would watch patiently until early in the afternoon, when if there was no appearance of a change for better weather, he would call his man Sandy, and tell him to "close the shutters, and bring in the toddy kettle," giving as a reason for so doing that, "as there would be nae shooting, nor fishing, the day, it wad be just as weel to mak' a long evening of it." Since that period the schoolmaster has been much abroad, and such instances are less frequent, and it is to be hoped may continue to diminish.

The Scottish bagpipes must not go unnoticed; which instrument ever has been, and continues to be inseparably associated with the Highlander. Real pipe music has been handed down for many generations in its original purity. Pibrochs have been traced back as well known in the fifteenth century, and were, probably, the national music of the people previous to that period.

It is an ancient Highland custom, and is continued to this day, for a proprietor to take the name of his estate. Dr. Johnson felt a little difficulty in complying with the custom during his time in the Highlands of Scotland—for instance, when visiting the proprietor of the Island of Muck, he felt it to be very disrespectful to salute his friend in the Highland fashion, "Good morning, Muck!" at last he compromised the matter by addressing him with the title of "Island of Muck." The Gaelic word "Muck" is "Sow" in English, which does not convey an association of idea less repugnant than its Gaelic name, taken with an English acceptance. Fashion and custom reconcile one to many absurdities. He found less difficulty in addressing the Lairds of the adjacent islands, as "Rum" and "Eigg".

In former times, surnames were not in fashion amongst the people, they bore names derived, sometimes, from individual peculiarities of person, or from some remarkable circumstance or act of their lives. For instance the Campbells are said to have acquired their patronymic from the circumstance that the original of the stock had a wry mouth, hence was called "*Cam buel*," which Gaelic words convey that meaning. If the young ladies who sing so charmingly, "The Campbells are coming, oh! oh!" were conscious that they were singing "The wry mouths are coming oh! oh!" I fear the song might lose some of its popularity with them. The landed proprietors of the name of Campbell are so numerous, that the name of the estate affords the most convenient mode of identification,—hence there are

the Campbells of Islay, of Monzie, and of scores of other places, but among the Highlanders themselves, the proprietors are generally addressed as "Islay," "Monzie," or by whatever may be the name of their estate.

A rather amusing incident happened recently, consequent upon that custom. A Highlander sitting near to two gentlemen, on board the steamer "Iona," overheard them discussing the heresies of Colenso, the matter of which was not very intelligible to him. Hearing the name "Colenso" frequently repeated, and believing it to be "Colonsay" the chief of the Clan, Mac Neil, listened very attentively. At last one of the speakers, rather vehemently, denounced Colenso as a blackguard for having run foul of the Book of Moses, as he had done. This was more than his Highland blood could bear, being convinced it would have reference to no less important a personage than the Mac Neil, proprietor of the Island of Colonsay, by which name he was invariably addressed, turned round upon the speakers with a defiant air, saying: "He could na' thole it any longer to hear it said Colonsay had blackguarded Moses, or any other man, the chief of the Clan Mac Neil was a gentleman!"

He was assured that the Colenso of whom they had been speaking was not his Chief, his anger was appeased, and turning away, said—"Weel, weel, I thocht it could nae be him that was blackguarding Moses."

The name of Grant signifies "ugly or harsh featured;" but if the name bring a good estate, it might become a very pretty name indeed. Those who had no estates to be named after, were distinguished by their particular callings or positions in the world,—hence we have McPherson, "son of the parson;" McIntyre, "son of the carpenter;" Gilchrist, "servant of Jesus." It might form a very interesting subject to classify the Gaelic family names, and give their derivations. The Gaelic names too of places are wonderfully descriptive, and the two together might furnish matter for a good sized volume.

The preceding matter may appear to some readers a little discursive: a yachting article, however, need not be limited to the watery element; the yachtsman is privileged to cruise on the shores of the places he visits, and ought to give some account of what he sees, hears, having opportunities of becoming acquainted with places, and which the land tourists may not have access.

The fleet of yachts, wind being fair for them, were soon out of sight; being very light, and contrary for our yacht we made slow progress; and evening closing into night, we followed the Highland Laird's plan; "we shut" up, and made ourselves comfortable for the evening. Wind freshened a little during the night and we found ourselves at the yachts' moorings on the Clyde about 4 o'clock in the morning. We were undecided, on approaching the Island of Arran, whether we should "do" it before returning to the Clyde; but ultimately concluded it might be more satisfactorily "done" by making a special object of it. After remaining a few days in the Clyde we set out for a cruise round Arran. The weather was beautiful on that morning; the view from the yacht's deck was, in our estimation, unsurpassable by any river scene in Europe for extent, and all that is calculated to enhance the value of a picture.

A more charming panoramic view could not be conceived, than that which presents itself, when at that point on the Clyde, where the opening to Holy Loch, and to Loch Long, are equally visible, about midway betwixt Cloch Light House and Gourrock. There may be seen, the hills of Dumbartonshire, beautifully receding behind each other, and gradually losing intensity of form and colour, until lost in the grey clouds of the distant horizon. Looking up the river is the picturesque Dumbarton rock; looking down the river the Cloch lighthouse embellishes the front of the picture; farther back are the Cambræ Islands, then Isle of Bute, then Isle of Arran, and in the extreme distance, the pyramidal rock of Ailsa Craig. In the immediate centre of the picture are the shores of Dunoon and Kilmory, studded with elegant, and picturesque villas; the whole backed up by woods, overtopped by several ranges of verdant hills. The counties visible are, Renfrew, Dumbarton, Argyll, Ayr, and Bute; the extent of view varying, in distance, from a few miles to fifty,—Ailsa Craig being the most remote, but it is not always visible. Looking around, there will not be found one object which a painter might wish away. Believing it might be more interesting to include the Kyles of Bute in our intended cruise, we took our course in that direction. The Kyles of Bute are regarded, by some writers as amongst the most picturesque of Scottish scenery. Etymologists differ as to the origin of the word "Kyles," those who believe it to be derived from "Caolae," meaning a ferry across a narrow sound, are probably right; the ferry having been the most likely feature to

have originated this name. Chambers, in his history of Scotland, gives to the word the meaning of "woody region," which does not accord with the features of the locality; no matter, call a rose by another name, it will smell as sweet. Let us proceed.

When passing Toward lighthouse there was, as there generally is, in almost any state of weather, a swelling sea. In southerly gales really heavy seas may be experienced, and a season rarely passes that some unfortunate vessel does not meet with very *un-*toward consequences they are generally vessels seeking shelter in Rothesay Bay, driven back by southerly winds. Rothesay Bay with easterly or northerly winds, to say the least, is a very disagreeable anchorage. A short sail from Rothesay is Port Bannatyne, a bay of considerable extent, with moderately good anchorage, and fairly sheltered. Opposite to Rothesay is Toward Castle, a beautiful object from the bay. It is situated on a considerably elevated and commanding spot, surrounded by plantations of considerable growth; and is backed by hills still higher. A writer describing the scene, as he saw it from the steamer, remarked that a large and handsome gothic church had been erected in connection with the castle, a short distance from the water, and observed that it appeared to be on much too extensive a scale for the situation. It would have been as well had the traveller first ascertained that it was a church at all, as it happens to be the stables, coach-houses, and those conveniences included in the term "offices" in Scotland. The range of buildings has certainly an imposing effect, and the mistake might easily be made. Near to the offices is a small pier, and near to, is Ardine Point, where good anchorage, for small vessels, may be found, and shelter from northerly gales.

Flood tide enters the Kyles from the direction of Loch Fyne, and passing through the Narrows, flows onwards until the same tide, advancing from the estuary of the Clyde, meets it opposite to South Hall. It will, therefore, be obvious that to be able to pass through the narrows in the direction of Loch Fyne, vessels must take advantage of the ebb tide, and vice versa. Strangers when they approach them for the first time, can scarcely believe in the possibility of navigating them; there is, however, very little risk in passing through them, if the tides be rightly chosen, and proper regard be paid to the buoys. On one occasion, the writer's yacht, and another were accidentally placed in a position that left no alternative, but to

pass through in company; both steersmen being familiar with their navigation, kept close alongside in perfect confidence, and without incurring the slightest additional risk. The scenery of the Kyles has been, by several writers, favorably compared with that of the Rhine; but they must have been endowed with a lively imagination to have been able to discover the resemblance. There is, really, little that is strikingly interesting until near to Collintraive, written in Gælic "*Culintraibh*," where we have found good anchorage. Occasionally we have anchored under Burnt Island, which is to be preferred for several reasons. On a small island adjacent to it are the remains of a vitrified fort, the origin of which has puzzled the heads of antiquarians, and philosophers; but, if those who have endeavoured to account for them had ever tried to produce a similar result, they would have found their theories very wide of the mark, and until such can be reproduced, the process by which the vitrification was accomplished, may still be regarded as a mystery.

The writer, on one occasion, brought away a specimen of the vitrification, which has been carefully examined by the savans of his acquaintance, and the general opinion is that the wall had first been built dry; and the vitrification produced by enclosing it in a large fire, in which sand, kelp, or materials containing vitreous matter, became fused, and thus flowing into the interstices united the stones. This process may have been performed in small portions, as might be found most convenient.

It is admitted that the view presented to the eye, after having passed through the narrows, and looking in the direction of Loch Rìdan is unsurpassed by any in Scotland. Passengers on board a steamer do not often get a sight of it, they are shot through the narrows, generally, with such an extraordinary rapidity. There is a sheltered bay behind Calve Island, in which we have rode out a gale, on a former occasion. It is very shallow, and so small that moderate sized yachts can barely swing round in it. It is situated just in front of the narrows. On the opposite side of the small bay is the isolated residence of an English clergyman, lately deceased. It is only a moderate distance from Tigh-na-bruaich, but is almost unapproachable by land; and, often, still more difficult by water. If the late possessor sought perfect retirement he was successful in the selection of a residence.

(To be continued.)

YACHTS AND YACHTING.*

BEING A DESCRIPTION OF THE BUILDING, MASTING, RIGGING, SAILING, AND
GENERAL MANAGEMENT OF YACHTS.

CHAPTER XXXII.

Now, Mr. Yachtsman, having accompanied you clear away from your anchorage, or moorings, for a cruise, we will presume that you are fairly at sea; your boats stowed away on deck after the manner we have before treated upon; the anchor stowed, chain cable run down into its locker, and the hawse holes plugged; for this latter purpose neat plugs or tompons, sometimes called bucklers, made of either wood, or canvas rolled into the form of a plug, are very necessary, as when a vessel pitches into a head sea, if the hawse holes are not plugged, the water spouts in over the forecastle; and although we must take wet and dry chances as they come, yet it is as well to keep a little ship as dry and comfortable as possible as long as we can. We will presume that the start has been made in the morning, and that there is a leading wind; that the vessel (we shall assume her to be a cutter) is under mainsail, fore-sail, jib, and gaff-topsail; if the course lies along the land, or as it is commonly called a coasting cruise, the various headlands and well known points of the coast will give accurate data as to the speed the vessel is progressing at, by measurement on the chart; but if bound away to sea, then a departure must be taken from the last headland or point likely to be seen, and the method of doing this and working it will be found at page 26 of the "Sailor's Sea Book," and from this period commences the "day's work," when every change of wind, course steered, allowance for lee way, and general observations must be entered in the "Log Journal." With a leading wind (i.e.—a wind blowing a-bœam of a vessel, and enabling her to continue her cruise, or return to the port she has left without tacking,) the course can be laid at once for the port it is designed to arrive at, and the next thing to be done is to ascertain as accurately as possible the rate of sailing she is making through the water. There are two methods of doing this, one by the common log, the other by Massey's patent log. The common log consists of a flat piece of wood called the log ship, in the shape of a quadrant, the circular edge of which is loaded with lead sufficient to make it float upright in the water; to this is attached by spans a line, called the log line of about 120 fathoms in length. One

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of the spans that attaches the log line to the log ship is made fast to it by a wooden peg, so that a stronger pull, or chuck of the line, may disengage this span, and by allowing the log ship to fall flat on the water, permit it to be hauled on board more easily than if kept in an upright position.

The principle upon which the log line is divided is as follows:—The length of a nautical mile is about 6,079 English feet, and the 120th part of this is 50 feet 8 inches; now the 120th part of an hour is 30 seconds, so that the line should be divided into knots of 50 feet 8 inches each for a glass running 30 seconds; but as the log is apt to be drawn after the vessel, and as it is better to have the reckoning rather before than after the ship, 50 feet is thought to be sufficient for the length of a knot to a glass running 30 seconds. It is usual, however, to use a glass running 28 seconds to a knot of 47 feet 4 inches, or say 48 feet; such a knot being divided into 8 fathoms of 6 feet each. When a vessel is sailing more than 5 knots an hour, a 15 or 14 second glass, called a quarter minute glass is used, and then the number of knots reeled off should be multiplied by two, in order to give the entire distance made good.

The log line is wound on a reel; 12 fathoms from the log ship a bit of white or red bunting is inserted, which 12 fathoms is called stray line, in order to allow the log ship to be carried away clear of the ship's wake before the reckoning begins; from this bit of bunting the log line is marked into knots by smaller pieces of line inserted in the strands, and knotted with the number of each knot, 1, 2, 3, &c. The log reel revolves freely on an iron spindle with handles at either end.

To use this instrument is called "heaving the log," and is performed in the following manner; one hand takes the log reel, putting the wooden plug of the loose span moderately tight into the log ship, and resting one of the handles against the bulwarks or rail on the lee quarter of the vessel; another hand takes the sand glass and stands ready with the full globe downwards; the officer of the watch then heaves the log ship overboard which floats away upright and steadily astern of the vessel, the man at the reel taking care that the log line pays out handsomely and without any checks as the log ship will take it; immediately that the piece of red or white bunting marking the stray line goes over the taffrail the officer of the watch sings out to the man with the sand glass "Turn!" to which he should answer "Turn it is"! The log line continues to be paid out steadily until the sand in the glass runs out, when the man holding it cries "Stop!" then the log line should be snatched on the moment, and the number of knots reeled off denote

the number of miles per hour the vessel is sailing ; if the vessel is sailing before the wind and a heavy sea following her which will bring home the log, it is usual to allow one mile in ten, or less in proportion to the sea ; if there should be a heavy head sea a similarly proportionate allowance should be made for the log ship being taken out fitfully by the waves.

A yachtsman should make himself expert at the outset in heaving the common log whilst cruising, by which means in a very short time he will be enabled to judge to a nicety at what speed a vessel is going, and for general purposes may soon dispense with more than the occasional use of it ; except when upon a long cruise ; then it should be hove regularly ; it is also necessary to be cautious where a current or tide is known or suspected to exist, as in such a case extreme care must be used to arrive at a correct knowledge of the actual speed, for instance, should the log indicate a speed of 10 knots an hour, and that a tide or current is running against the vessel of say three knots an hour, the actual speed will be only seven knots, and she will have only changed her position by that distance ; whereas should this tide be in her favour she will be sailing at the rate of, and gone over, 13 knots in the hour. Whilst coasting, tides and currents should be most particularly attended to, as along the shore they are strong and vary much according to the times of flood or ebb ; in the open sea the tide has comparatively little effect beyond the mere tidal wave, but ocean currents frequently occur, independent of tide, and as they are very treacherous and difficult of detection these must by no means be overlooked.

In sailing across tides, as for instance, those encountered in parts of the St. George's and English channels, the leeway caused thereby may necessitate the allowance of a quarter, half, or whole point of the compass ; the leeway to be allowed from the wind ; the inclination of the wake of a vessel from the line of the keel is an excellent criterion whereby to judge the allowance necessary to be made for leeway ; but in this as in many other details connected with the glorious pastime of yachting, every little opportunity that presents itself, whereby practical experience can be gained, should be eagerly seized upon, and here a well kept log will enable a yachtsman to husband information that will be found of great utility for reference upon other and future occasions. The knots of the log line should be occasionally measured with a rule to verify their correctness, and the line should be wetted when this is done ; the sand glasses should be kept in a dry place, a small locker near the cooking galley may be set apart for them, so as to ensure the sand being dry and running freely ; they should also be tested occasionally by a watch with a second hand, or by the following method,—hang a plummet on

a nail, taking care that the distance between the nail and the centre of the plummet is exactly $39\frac{1}{4}$ inches; then the plummet being set swinging the number of times it passes under the nail while the sand is running out will denote the number of seconds the glass runs.

Massey's patent log is an excellent instrument, and now in general use; many other instruments have been invented to measure the speed of vessels at sea, but none seem to have obtained so great a measure of public favour as Massey's: it consists of two parts, the register case or log of brass, containing a series of wheel work connected with three small dials on its upper face; each of these dials is fitted with an index hand, and register respectively 1, 10, and 100 miles; the rotator is an elongated cone of brass to which are fitted vanes, and the rotator is attached to the log itself by a couple of fathoms of line; the vanes on the rotator are adjusted by very accurate experimental trials so that its revolutions in the water are communicated to the wheel work of the log in such a manner as that when the machine has passed through one mile, No. 1 index hand registers it or any part of the mile; No. 2 registers one mile or one-tenth of its circumference; and No. 3 will register an advance of one-hundreth part of its circumference. In this manner the log will register any part of, or, up to 100 miles. If however the vessel alters her course the log will have to be taken up and the fingers of the index plates set afresh, in order to give the exact distance sailed upon each separate course. This log is attached to the vessel by a tow line of from 20 to 50 fathoms in length, according to the size of the yacht, so as to keep the machine out of the wake: this is an important point in using it, as if it is not kept at a sufficient distance astern, it will not register so many miles as the vessel sails. When the log is about to be used it should be connected to the tow line by the spring catch adapted for that purpose, the index hands should then be set at the beginning of their points of registry, viz:—the first at 1, the second at 10, and the third at 100; and then the brass cover shut over them to prevent any seaweed or other floating matter getting in; both register box and rotator may then be thrown overboard and allowed to tow astern. There is a piece of iron in the form of a cross adapted for the purpose that should be made fast to the tow line near its junction with the register box; the object of this is to catch sea wrack or any other substance that might foul the rotator and prevent its acting. It is of importance that the wheel work, &c., of this log should be kept rubbed over with sweet oil in order to prevent verdigris forming, and to ensure its correct working.

There is also an admirable sounding machine patented by the same

inventor, upon a similar principle to the log, which registers the depth of water most accurately, and as a cast of the lead will very often verify the position of a vessel, Massey's sounding machine will be found of great utility on board a yacht, more particularly for deep sea-sounding.

As "lead, log, and look out," is a watch word that should ever be borne in mind by a yachtsman, I will here introduce a description of the ordinary and leads and the marking of the lead line. The usual lead used for general soundings weighs 7lb., there is an eye in the top with a leather becket fitted to it, there is also an eye spliced in the end of the lead line which goes through the leather becket, the lead is shoved through the bight, and hauled taut: there is a hollow or cup formed in the bottom of the lead which is filled with tallow, or as it is technically called "arming," in order to bring up a specimen of the bottom, or "soundings;" sometimes the 14lb. lead is used, fitted in a similar manner. The hand lead line is generally about 25 fathoms in length, and is marked as follows; at 2 fathoms two strips of leather; 3 fathoms three strips of leather; 5 fathoms white rag; 7 fathoms red rag; 10 fathoms a piece of leather with a round hole in it; 13 fathoms blue rag; 15 fathoms white rag; 17 fathoms red rag; and at 20 fathoms a piece of cord with two knots on it. These depths are called *marks*, and the intermediate ones *deeps*; thus if the leadsman strikes 5 fathoms he sings out "by the *mark* 5," if he gets 6 fathoms he sings out "by the *deep* 6"; at the same time describing the bottom as hard or soft, sand, pebbles, shells, mud, or rock: the only fraction of fathoms used are "*a half*" and "*a quarter*," thus if $5\frac{1}{2}$ are obtained he sings out "*and a half* 5;" if $5\frac{1}{4}$ "*a quarter less* 6." In heaving the hand lead the leadsman should stand in the weather channels, and giving the lead a swinging motion, even once or twice over his head to give it sufficient impetus, heaves it as far forward as possible, and then as the vessel forges ahead he should draw the line taut from the lead at the instant it becomes perpendicular to him, giving it two or three jerks on the bottom to fill the arming and noting the *marks* or *deeps* as he does so; in sounding in deep water from a small vessel it is advisable to give her a shake up in the wind, but the lead should be hove before the way is deadened so as to give time for the line to come up and down and thus obtain the depth with greater accuracy. The deep sea lead weighs 28lb., although sometimes a 14lb. weight may be found sufficient; the deep sea lead line is marked in a similar manner to the hand line up to 20 fathoms, after which pieces of cord with an additional knot to every 10 fathoms, and a piece of leather between each to denote every 5 fathoms: when using this line the lead should be taken to the

bows of the vessel, and the line made up into several coils, each coil to be held by hands stationed along the side of the yacht for the purpose. It will be found necessary nearly at all times, except she is going very slow indeed, to heave a yacht to to obtain a deep sea sounding; when this has been done and the line passed outside the rigging on the weather side, the leadsman should heave the lead well forward; as the last fath of his coil leaves his hand he should sing out to the man next to him "Watch ho—watch!" this warning cry should be repeated to the next, and so on to the last man in order that each may be prepared to pay out his coil handsomely as the lead takes it.

Amongst the instruments that have been patented both for measuring the speed of vessels and the depth of water, may be mentioned the following:—a patent log invented by the Rev. Mr. Berthon of Fareham, Hants, consisting of a brass tube going down through the keelson and keel, and connected near the deck, in some convenient place, such as the companion hatch, with an index plate similar to a barometer, or, as fancy suggests, a clock dial. To use this log the tube must be pushed down until it projects some six or eight inches below the keel, when the pressure of the water which is admitted through a small hole in the tube, acts upon a peculiar internal arrangement, by which a column of mercury, or the hands on the clock face are made to indicate the number of knots a vessel is sailing at; by turning the tube so that the hole at the bottom shall be presented to the port or starboard side the amount of leeway may also be obtained. Very favourable accounts have been given of this log, it has been fitted to one of her Majesty's yachts and several of the different yacht club vessels; but either from its expense, or the difficulty of fitting it, and the trouble entailed in its repair should anything foul the tube below, although an exceedingly clever invention it has not come much into general use. Mr. Berthon has also invented a sounding apparatus, in which the pressure of the water at various depths is made to register through a pipe, on an index plate kept on deck, the number of fathoms to which the lead descends.

Ericsson has invented a lead, by which the depth of water is indicated by pressure on a column of air contained in a glass tube and reservoir fitted within the lead; the height to which the water rises in the tube indicating in a graduated scale the number of fathoms to which the lead has descended; these latter are more suitable for scientific surveys than for the rough and tumble of cruising work; however as many of our yachtsmen devote much attention to scientific pursuits during their cruises, I bring these inventions under their notice, so that, if disposed, they may avail themselves of them.

Burt's buoy and nipper is an instrument well known amongst nautical men, and assist materially in obtaining correct deep-sea soundings when a vessel owing to the violence of the sea, or other causes, cannot be kept steady enough to allow sufficient time for the deep sea lead to reach the bottom : this instrument is used by reeving the deep sea lead line through a spring catch or nipper attached to the buoy; the lead is then hove, and the buoy thrown overboard into the water; the line runs freely through the nipper until the lead touches soundings, or until it is checked by a pull, when the spring catch clutches the line, and attaches the buoy exactly at the depth descended through by the lead.

Having thus mentioned the principal instruments necessary to measure the speed of a yacht, we shall return to the subject of the cruise: as a quick passage from one port to another is always indicative of smart handling and good navigation, a yachtsman should be prepared in every way to overcome whatever difficulties may turn up, and if possible to convert them into advantages; therefore some attention should be paid to the trim of the canvas so that a vessel may not have too much head or too much after canvas, which will cause her to steer badly and prevent her putting forth her best speed: if she has too much after canvas she will have a tendency to "gripe" or run up into the wind, necessitating a hard weather helm and the rudder being thus forced too much across the line of her keel, the water will exercise a powerful antagonistic force, and act as a drag upon her; if too much head canvas be carried she will run off her course, and a lee helm will be the consequence, thus throwing the rudder at an opposite angle, and not only causing a drag but putting her in a dangerous trim, as should a squall strike her she will not answer her helm quick enough to relieve her from the weight of wind. The head canvas should be proportioned so as to balance the after, and give her at the same time a slight weather helm; a trick at the tiller will soon show a yachtsman whether she is in good sailing trim or not; if the tiller vibrates gently and presses moderately against the hand, and that she answers to the slightest touch of it, lifting buoyantly to every little ripple and swell, as if she was taking breath, the little barkie is doing well; but if she seems heavy and sluggish, takes much of the helm and answers it slowly, then something must be wrong and the sooner it is remedied the better; a smaller jib, or easing in the one that is set a few inches on the bowsprit may remedy her lee helm, and *vice versa* a larger one or heaving out that which is set chock a block to the bowsprit sheave may obviate a tendency to gripe. Cruising canvas should always be balanced to three sails, viz: the mainsail, foresail, and jib; the addition of the gaff-topsail will, as she can only carry it in fair sailing

weather, just give her a little more weather helm but nothing to hurt her speed ; sometimes the way a vessel's ballast is stowed will tend materially to interfere with her sailing, and cause her to steer badly and perform but very poorly in a heavy sea : too much care cannot be taken in stowing the ballast at the outset : if it is spread along her bottom right away fore and aft it will make her sluggish in a lump of a sea, wet, and slow to her helm ; it should be concentrated as much as possible in her body closing up to her greatest beam ; this will make her corky, light, and quick under canvas.

If a vessel has a deep forefoot it will cause her to gripe, and she must be fitted with a longer bowsprit and carry a larger jib in proportion ; this is a very great fault in a yacht, which can only be effectually remedied in the Dockyard by rounding up the forefoot, so as to decrease the draught of water ; but underway the only chance of getting her to rights is by hauling down a reef in the mainsail, or sailing her with an easy mainsheet, if the reef in the mainsail proves too much reduction of after canvas. In a schooner this can be more easily and effectually remedied by taking a reef in the mainsail, there not being so much likelihood of overdoing the thing as in a cutter, the effect of the sails not being so much concentrated. The trimming of the sheets will have an important effect upon her speed according to the weather ; if the water is smooth and a nice moderate breeze blowing, when sailing on a wind they may be pinned in taut so as to make every inch of canvas tell, but if there be a lumpy sea on then she will not like them so taut ; she must have free working play of her sails, so as not to press her into the sea, but to lift her and keep her going over it. A yachtsman should never be lulled into fancied security at the commencement of a cruise by too fine weather ; everything should be prepared to meet all changes and chances that the fickleness of sea or wind may render probable ; the mast should be well greased so that the hoops of the mainsail may work freely ; the forestay also will require a touch of tallow that the hanks of the foresail may run sweetly upon it ; grommets are not advisable fittings for a foresail, except it be to a balloon foresail that is used for fine weather racing ; they catch very often on the stay and prevent the sail being hauled down as quickly as necessary. And as there is no more pressing sail in a cutter it requires to be handled smartly in squally weather ; the blocks should be overhauled and the sheaves oiled to make them run freely, and if any new running gear has been bent it requires looking after so as not to choke the blocks, or kink when running : safety gear should never be neglected, as is too often the case, by waiting until it is wanted, and perhaps when it is too late to derive any beneficial assistance from

it. The downhaul of the jib should be bent to the head, and the fall belayed to a pin set apart for it in the spider hoops of the mast; if it is found requisite to take in the jib smartly it is of vast assistance in overhauling the halyards, and should they by any mischance be carried away, the head of the sail can at once be secured instead of flying away to leeward and beating to ribbons in the sea, or getting under the fore-foot: an inhaul fitted with a pair of spans or legs should be seized with a leg on each side of the jib traveller so as to enable the crew to haul in the jib evenly on the bowsprit: when running off the wind a jib cannot be let fly in as if a vessel were close hauled, and besides when cruising it is advisable to save wear and tear of gear and sails as much as possible. It is desirable of course to handle canvas at all times as smart as possible, but the *slashing away* style of racing is not advisable so far as economy of material is concerned whilst cruising; and indeed if work is carried on smartly during such voyages, when it comes to racing, a well trained crew will be found quite equal in smartness to the work required of them.

If it is of moment that a jib should come in extra quick when a vessel is close hauled, then, there is no doubt letting go the jib pennant is the way to do it; but when on a cruise, and that the jib requires to be shifted, then by easing the pennant handsomely, and manning the inhaul very little time will be lost.

The foresail downhaul should be bent to the head thimble of the sail, and rove down inside the hanks alongside the stay, the fall led through a sheave in the stem head, alongside of that through which the fore tack is rove, and made fast upon a cleat nailed for that purpose on the fore-side of the bitts; then the moment it becomes requisite to douse the foresail by casting the halyard off its pin, and manning the downhaul, it is off the vessel in a "quarter less no time."

The gaff-topsail clew-line should, as I have said in Chapter xxxi, be made fast by the standing part to the gaff-topsail yard, then rove through a thimble in the leach near the sheet, up through the small tail block bent to the yard, and the fall belayed to the boom.

There should always be at least two reef pennants rove ready for reefing the mainsail, they will never be found in the way; and it is always much better to have them in their places no matter how smooth the water or sunny the sky, than be looking for them when wanted: these should be well greased and rove *up* through the score cut for their stand-parts in the boom cleats, through the reef cringles on the leach rope of the mainsail, and *down* under the brass sheaves in the cleats: the reef tackle may be hooked on to the boom and the lower pennant bent to it

with a Blackwall hitch; if, as is often the case, the pennant proves too large to be hitched on the hook of the reef tackle, then an overhand knot should be taken on the end of the pennant, and the tackle hooked on the after side of it; but the neatest and most shipshape method is to have straps and toggles: the reef tackle being well overhauled and hitched to the boom by the fall just on the fore side of the after block, the pennant will hang slack and not girth the mainsail leach, whilst all will be ready for hauling down the first reef at a moment's notice. The second reef pennant should be rove slack also, and the end made fast to the boom; for this purpose reef pennants should be neatly pointed, and a small eye worked on the point. The main-tack tricing-line is a portion of the safety gear not likely to be overlooked, yet still I shall not omit it in the catalogue; it should be a gun-tackle purchase, with the lower block fitted as a tail block. This lower block should be bent to the main-tack thimble, with the fall of the tail hanging free. It is often requisite during a squall, or, if the vessel's speed is desirable to be stayed, or, when entering a harbour through a fleet of vessels, in order to enable the helmsman to see to leeward, to trice up the tack of the mainsail smartly. Irrespective of this there is another very important use for the tricing-line, for by hitching the tail fall of the lower block round the boom, the tricing-line becomes an effective downhaul to the throat of the mainsail, which is frequently found of considerable assistance in blowing weather when hauling down the mainsail to reef it. The peak downhaul answers for ensign halyards as well, and is rove through a small copper bound block at the gaff end; the falls are taken well in-board and belayed to a cleat nailed for the purpose on the under part of the boom. This, in conjunction with the tack tricing-line will enable the mainsail to be kept in control.

I will I trust escape the charge of tautology in thus recapitulating a list of the items of safety gear, as I have mentioned some of them previously; but I cannot too forcibly impress the necessity of seeing all this gear properly rove and belayed in their places at the commencement of a cruise: if such matters are attended to at the outset there is but little fear of their being neglected afterwards. Amongst yachtsmen of the present day we have many first-rate navigators, and men who understand the making and taking in sail thoroughly; yet strange to say there is a remarkable paucity of first-rate helmsmen; why this should be the case it is difficult to understand, for there is no more mystery about steering well than there is in reefing a foresail; all that is required is practice, and a little perseverance, and whilst cruising is the yachtsman's time to make himself thoroughly master of the movements of his vessel: no

matter how skilful he may be in other respects he never can be perfect until he becomes a really good helmsman. Many may think it monotonous or tiresome, or feel a diffidence in taking the office out of the hands of the sailing-master or members of the crew; and no doubt there are many that think it *infra dig* to pay hands and work themselves; but no thorough blue jacket will allow such considerations to weigh for a moment. Probably sometimes the "authorities" in the forecabin may think it politic there should exist an impression that in one department at least they should reign paramount; but this is an exception in particular cases, and by no means the rule: on the contrary, if the owner, or any of his friends cruising with him, be good helmsmen, it will give the regular crew more time for any little jobs that require to be done, and when canvas comes to be shifted it leaves more practical hands at liberty to assist; therefore it is an advantage of no mean importance when looked upon in this light, and the majority of crews are rather pleased than otherwise when they know there are some good hands at the steering stick abaft the companion.

In steering, a yachtsman should always stand to windward of the helm, he will see better to the trim of his canvas and in the direction of his course, besides having more command of the vessel. Standing to leeward with the weather tiller rope rove over the tiller is a very bad habit, and some ugly and fatal accidents have occurred through this practice; if it is blowing fresh and the weather tiller rope should by any accident give way the helmsman may lose his equilibrium and be canted overboard by the jump of the sea; besides there is not the same control over the movements of a yacht, nor can she be steered to the same advantage. A knowledge of the action of the rudder in guiding the vessel is of preliminary importance; when it is placed at an angle with the keel it is not the bow of the vessel that is actuated by the pressure of the water on the rudder, but the stern is pushed aside; apparently there is a point in the vessel's length on which she turns as on a pivot, and this is variable according to the build of the vessel, and the extent to which the rudder is put over. If she is a long lean sided vessel this imaginary point will seem further forward and the vessel appear longer in answering the tiller; if she is a round sided craft it will appear to be further aft and the quicker she will yield to the influence of the rudder. As a general rule this imaginary pivot will seem to be about two-thirds of the length of the vessel from abaft.

The fact of the stern of a vessel being pushed aside in the ratio of 2 to 1 to the bow should never be lost sight of, for in rounding a buoy or flag-boat, or avoiding a collision in harbour when another vessel's

bowsprit or stem has to be shaved very close, the recollection of this will enable a helmsman to avoid a nasty collision; for just at the moment that the touch of a vessel's quarter or counter may appear inevitable, by putting the tiller judiciously over, her stern will be shoved wide of the object. In the same way when rounding a mark a yacht must not be allowed to pass it too far before the helm is given to her, as if so she will make a sweep too far to the other side of it and leave room for another yacht better steered to cut inside and cover her.

There are many conflicting opinions as to the best angle that the rudder should make with the line of the keel to produce the greatest effect without diminishing the speed of the vessel; it must be borne in mind that the nearer a rudder is placed to a right angle with the keel the more it tends to stop her way, and the less effective it is in turning her. From 35° to 45° with the line of the keel is considered to be the best, but this is to a great extent dependant upon the judgment that practical experience with the performance of any particular craft will enable the helmsman to form. One thing he should ever remember, that the less helm that can be given to a vessel in proportion to the result desirable the better; a yacht that requires much helm must be defective in some one of the three essentials, viz: perfection of balancing of sails, stowage of ballast, or form of the hull in reference to the draught of water forward.

Coolness and self possession is a of great consequence in steering, and this constant practice alone will give. When steering by the wind a vessel should be kept a good clean "full and bye:" by this expression is meant that all the sails are full and doing their duty, whilst at the same time the vessel is going as close to the wind as she possibly can be forced; a dog-vane, or, a burgee, will be of great assistance to a beginner, and indeed at all times when nice steering is required; but as either is of little use during a dark night, a yachtsman should accustom himself to steer by the wind by the feel of it blowing on his face. This at first may appear difficult, but by practising it during the day time it will soon be overcome. The luff of the mainsail will by shaking give the first indication that a vessel is being kept too close, and should the jib lift next, the barkie will be all in the wind, and not doing her business,—the least touch of the tiller will keep her away again: but this luffing and keeping away in an even blowing breeze is bad work, and yaws a vessel about to the great hindrance of her speed. She must be kept going steadily with a loose, yet at the same time quick, hand on the tiller. If a yacht be observed when at anchor in a tideway, the unequal effect of the water in rushing past on opposite sides of her rudder

causing the tiller, if shipped, to yaw about considerably, will point out that the same effect will be produced from a similar cause whilst under-way, and the more so should there be a rolling sea: consequently, whilst a steady helm constitutes the great beauty of good steering, still there must be a certain give and take motion of the tiller to humour the water in passing the rudder. But at the same time a sculling motion must not be indulged in,—this is not only excessively ugly in appearance but injurious to speed. If the tiller be grasped too firmly the vessel will yaw about, and then must get lee or weather helm to steady her again; she must therefore be humoured judiciously, just like a spirited horse, yielding to her motions, yet at the same time keeping her under perfect control, and taking care that the full force of the wind is exercised upon her sails. With the wind blowing abeam and the sheets eased off, a firmer grasp of the tiller is necessary, as the faster she goes the quicker she will require any little correction, and on this point of sailing she will also be steadier. The wind abaft the beam, quartering, or dead aft requires the nicest exercise of the helmsman's skill, the more particularly should there be a heavy following sea. In this case she will have a tendency to steer wild, and must be carefully attended to; she will come up heavily to the wind, and the sea taking her quarter will incline her to broach to; and when falling off again she will do so with a slack tiller, the mainsail caved in on the leach, and apparently about to gybe.

Both of these movements must be anticipated by a touch of the tiller to windward or to leeward a few moments previously, and so timed that between both a straight course shall be kept; in fact the bowsprit end should be kept as it were revolving round an imaginary point ahead. If at any time she ranges away to leeward so as to endanger the mainsail gybing, the helm should be put down sharp to meet it; this is a critical moment but the helmsman should never be flurried: when checked in time she must come up again, although she may appear to do so slowly. The helm should not be put over too much or suddenly, as if it be, the following sea striking against the rudder may force the stern over, and cause the mainsail to gybe, and the lee runner being eased away, the boom may be thrown over with such violence as to carry away the weather runner and endanger the mast. If the helmsman loses his coolness at such a time and rights the helm, the mainsail is sure to gybe; the safest and best way is to keep the tiller down, and by no means to shift it unless a gybe becomes inevitable, when it should be at once put over, so as to ease the shock and save the mast: this result however can only occur through gross negligence in steering, or a sudden shift of wind, and one lesson will be sufficient to ensure its being guarded

against. The helmsman should concentrate his every faculty and energy on his sails, and the motions of his ship in a fresh breeze, and not allow his attention to be distracted by conversation, viewing the land, or tactics of any other craft in his vicinity; to steer a straight course, regulating the movements of the yacht with the least application of the tiller possible; and a strict attention to every variation in either the force, or direction of the wind, will afford him plenty of occupation in a rattling breeze and heavy sea; and if he is a thorough going salt no small amount of pleasure also.

I do not know anything more glorious or exciting than to stand at the tiller of a noble yacht, with a slashing breeze making her leap through the seas; the spoon-drift flying out from her lee side in showers of flaky foam; feeling oneself the master of her every motion, and she like a thing of life answering every thought of the brain and every movement of the hand; topping the white crested waves like a bird, gliding swiftly down the hollows, nipping now and again little foam wreaths over her snowy deck, and anon cleaving through a giant billow, scattering rainbows of sea froth like pearls, and rubies, and sapphires around her; agreeable companions on the quarter-deck; a stalwart active crew forward, a full bread locker, a brimming beef cask, and the grog tub damp, with a pleasant port and kindly friends looming at the end of the bowsprit. In steering there is nothing more conducive to the feeling of command over a vessel's movements, as easy and secure foot hold, or as Jack commonly designates it "having ones sea legs well shipped!" To accomplish this the feet should be planted firmly on the deck, grasping it as it were, and well apart; the knee joints loose and pliable, and the body swaying over them easily, keeping time with the movements of the little ship; the arms loose and independent, and ready for any duty required: the physical comfort enjoyed by practising this position must be felt to be appreciated; if the knee joints are kept stiff and awkward, the feet close together and toddling about at every jump of a sea, the hands and arms kept nervously ready to clutch at anything for support; the good yacht will soon kick the tiller under her bobstay, and walk away with the chain cable in her teeth. The old saying that "one foot to windward is worth a fathom to leeward!" must occupy another niche in the yachtsman's memory when beating to windward; and every change of force in the wind stronger than usual must not be thrown away, by driving the vessel heavily through the sea, to show how stiff she is, or the pluck of the helmsman; but it should be taken advantage of by sailing her close and nipping her up in the wind's eye, eating into it as if she had a screw to leeward pushing her bodily to

windward; the weather gage is the surest position, and always gives the vessel a command of resources. In the same way an adverse tide may be made to serve the occasion by taking it under the lee bow and making it force her to windward. This will require nice and steady steering, watching every fresh puff and then taking a push from the tide; again keeping full in the lull of the breeze and bursting up the run of water fairly with the stem, lest that the advantage be lost by getting too strong a hint from old Father Neptune in the shape of a kick sternwards instead of ahead.

SUMMARY OF YACHTING 1863*.

THE Royal Victoria Yacht Club regatta commenced on the 11th of August by the *Galatea* walking over the course in the 50 sov. match for schooners, when only her and the *Intrepid* entered, but the latter did not start.

A match between cutters followed for a prize value 50 sovs. The *Crusader*, *Christabel*, *Siren*, *Audax*, and *Marina* started, the first with the lead which she maintained round the Nab, hard pressed by *Marina*. On the return *Audax* which had rounded the Light fourth, worked away so as to successively overhaul and pass the three yachts ahead of her, took the lead, and kept it to the conclusion of the match in spite of *Marina*, who certainly fought hard to overcome her. *Audax's* time was 6m. 15s. ahead of *Marina*.

On the 12th the most splendid *fete* ever seen in the Pleasure Navy, was witnessed at Ryde,—namely about 50 yachts of all denominations including steamers, forming two distinct lines, and sailing in company to Spithead. During the manœuvring of the fleet the *Alarm* and the *Gipsy* a new importation from America slipped away and had a very exciting and friendly trial of their sailing powers, which was viewed with great interest.

On the 13th, *Osprey*, 35 tons, *Lord Burghley*, *Moonbeam*, 25 tons, *P. Roberts*, Esq.; *Crusader*, and *Emmet* started for a prize of 20 sovs. *Crusader* showed well in the match, which unfortunately was a drawn battle—not being finished in time according to rule.

The next a prize of 50 sovs, was contested by *Medea*, 70 tons, *W. T. Rideout*, Esq.; *Audax*, *Flying Cloud*, and *Vindex*,—a mixture of cutters and schooners. This was a beautifully manœuvred race—the wind being light, *Audax* showed most conspicuous in the handling, and it was prophesied she would come in first, but they proved false for

* Concluded from page 130.

the Vindex worried her so fiercely and stuck to her so closely, that she could not shake her off, and at length collared her and had the lead, when up comes the Flying Cloud with a slant of wind and passes both. Here was a fresh antagonist for Vindex, and she admirably acquitted herself of the task she had undertaken. Away she dashed, challenged the Cloud, and after a sharp contest kept her in the rear, but this match like the one above was not finished in time, and stood over for the next day, when the following put in an appearance,—Crusader, Osprey, and Emmet for the 20 sov. prize, and the Vindex, Audax, and Flying Cloud, for the 50 sovs. The two matches were started together, and after a spirited contention the Crusader and Vindex were declared the winners.

On the 15th August, the Grand Ocean Race from Ryde to Cherbourg* commenced, when twenty vessels entered, consisting of six schooners, two yawls, and twelve cutters, varying in tonnage from 30 to 175. The wind was very fresh—most of them being under reefed sails. They started at 9 a.m., Commodore Thullusson, in the Aline, being the leader, and from her immense speed she was booked to arrive in time at Cherbourg to time all those that might arrive. It was not expected that the whole fleet would cross over, as during the day the wind blew fiercely, and the sea was wild and furious. The Aline arrived at 4h. 48m. 45s., being 32m. 40s., ahead of the first yacht in the race, Galatea, schooner, 143 tons, T. Broadwood, Esq. The following yachts also arrived during the afternoon and evening—Shark, schooner, S. R. Block, Esq.; Marina, cutter, 65 tons, J. C. Morice, Esq.; Christabel, cutter, 48 tons, H. H. Kennard, Esq.; Julia, yawl, 122 tons, G. Fielder, Esq.; Albatross, schooner, 104 tons, T. Brassey, Esq.; Gleam, schooner, 140 tons, J. Richardson, Esq.; Siren, cutter, 49 tons, T. Groves, Esq.; Audax, cutter, 62 tons, J. H. Johnson, Esq.; Fernande, schooner, 127 tons, Stuart Lane, Esq.; Miranda, yawl, 93 tons, E. Liebert, Esq.; Marina, schooner, 83 tons, C. Birch, Esq.; also not in the race, Eagle schooner, T. Gibson, Esq.; and Gipsy schooner, A. W. Morse, Esq. The Galatea was declared the winner of the prize, presented by the Commodore of the value of 100 sovs. There were many casualties during the run across, and every facility was afforded by the French authorities to repair.

The late George Hobson, Esq., offered two prizes of 50 sovs. each, for a race back to Ryde, which came off on the 20th, when Aline and Christabel won.

The Royal Victorias were determined not to rest idle—so on the 24th,

* See p. 432, vol. xii.

the *Osprey* yawl, *Aline*, *Miranda*, *Marina*, *Amazon*, *Christabel*, *Gleam*, *Siren*, *Julia*, *Clio*, and *Terpsichore*, started from Ryde to Plymouth, for three prizes—two given solely by Mr. Broadwood, of 60 sovs., and 40 sovs., and the other by that gentleman and the Commodore, value 50 sovs. They started at 9 a.m., with a good topsail breeze, from W.N.W., and arrived on the following day thus :—*Aline*, 9h. 55m. 5s. ; *Julia*, 11h. 2m. 30s. ; *Marina*, 12h. 15m. ; and *Siren*, 2h. 1m. The others were not timed.—the three first received the prizes. This finished one of the best regattas ever known at the Wight.

The Royal Western Yacht Club of England, and Port of Plymouth regattas, were held conjointly on the 26th and 27th of August. The weather was so boisterous that it was deemed advisable to postpone the yacht races to the second day, when the weather was more favorable. The first match was for a prize of 50 sovs., for first vessel, and 10 sovs. for second. *Phryne*, *Vindex*, and *Thought* started ; the latter got off with the lead, which she maintained although hard pushed by *Phryne*, and eventually finished the first round 21s. ahead. But in the two following rounds the great power of *Phryne* eclipsed the little favorite, and came in at the finish several minutes ahead, thus receiving first prize whilst *Thought* took the second. The *Vindex* ran into a calm in the first round, and she never recovered the time thus lost.

A schooner match for 60 sovs. for first vessel, and 20 sovs. for second, brought together *Madcap*, 71 tons, J. S. A. Dunbar, Esq. ; *Intrepid*, 75 tons, Count F. Du Monceau. ; *Aline*, and *Albertine*. The *Intrepid* started with the lead, followed by *Madcap* and *Albertine*, whilst *Aline* was slow in getting away, but when she did there was no mistake as to her intention of being foremost at the finish—she overhauled each of her competitors hand-over-hand, and before completing the first round was 2m. 52s. ahead of *Albertine* the second vessel, and she increased her distance in each of the two following rounds—coming in a winner of first prize 25m. 57s. ahead. The *Albertine* came in second, but had to allow time to *Madcap*, therefore the latter took second prize.

In the next match for 25 sovs. and 10 sovs. in plate, the *Lurline*, 11 tons, E. C. Clarke Esq. ; *Folly*, 12 tons, W. L. Parry, Esq. ; *Vampire*, 18 tons, Capt. Commerell, and *Ida*, 10 tons, R. Hocking, Esq., started, and the very excellent sailing of these little vessels gave much satisfaction ; the *Vampire* and *Lurline* received the prizes.

There was a third day added to the original intention of the committee, which as we omitted in our report, is here given :—His Royal Highness the Prince of Wales had presented a piece of plate of the value of 25 guineas to the town, it was offered to competition between vessels

of 15 tons and upwards, once round the Eddystone; only two entered Thought and Phryne. The wind was very light and the start took place about 11 a.m., they continued nearly together until they reached the Breakwater, and when the yachts hove in sight again Phryne had the lead, with the Thought in close attendance, and ultimately the latter went ahead, arriving at the committee vessel at 7h. 22m. 40s. The Phryne, when under Staddon Heights, gave up the contest, she having to allow Thought 13m. 15s.

The next for a piece of plate, value 15 guineas, given by the Mayor of Plymouth (W. Derry Esq.,) for yachts of 15 tons and under; three times round the Breakwater,—Folly, 12 tons, W. L. Parry, Esq.; Ida, 10 tons, R. Hocking, Esq.

The starting gun was fired at 3h. 23m. 20s. Folly being the first on her legs. She gradually increased the advantage she had thus gained, and maintained her position to the close of the first round, the time being:—Folly, 4h. 23m. 47s.; Ida, 4h. 35m. 51s.

After passing the committee vessel, Ida made a shorter tack than her opponent, and went ahead considerably. She kept first place throughout the second round. Time:—Ida, 6h. 2m. 53s.; Folly, 6h. 4m. 6s.

In the third and last round, Folly got the best of Ida, and won by 4m. 32s. she having to allow the Ida two minutes. The time in the last round was:—Folly, 7h. 58m. 28s.; Ida, 8h. 5m. 0s.

The Royal Boston Yacht Club, had a match on the 20th July, for a silver cup presented by J. W. Malcolm, Esq., the M.P., for that place—which was won by the Waterwitch, 7 tons, J. Piley, Esq., beating six other small yachts.

Having reeled off the doings of the "Royals," we must take a glance at some of the localities where regattas came off in which yachts were engaged:—The Kinsale first claims our attention. On the 29th and 30th July, the weather being uncommonly fine there was a good muster to witness the performances of the "cracks of the season." On the first day the Vindex, Surf, Thought, and Phryne started for the Challenge cup, value 50 sovs., with 10 added. The Thought went off with the lead, followed next by Vindex, Phryne, and Surf, the wind light. On passing the first flag-boat at the Spit, they were all close together; after which the Phryne shot ahead, followed by Thought, hard pushed by Vindex with Surf in the rear. In this order they continued for some time until the Thought made a fresh spurt and regained the lead.—The Vindex also passed Phryne, and on the return to the goal the fleet had overhauled Thought; Vindex (winner) 4m. 48s. ahead of Phryne, 8m. 55s. of Surf, and 10m. 56s. of Thought.

On the next day, the same vessels started for the Colthurst Cup, when the *Thought* again was first underway. The race laid principally between the leader and *Vindex*, the wind being at times nearly a dead calm.—The *Phryne* and the Scotch boat were unable to hold their way, and the *Thought* came in 7m. 12s. ahead of *Vindex*, and was hailed the winner.

There was a race between small yachts, for a purse of 5 sovs., which the *Fawn*, 14 tons, F. Holmes, Esq., won, beating *Nautilus* and *Truant*.

The Bray regatta came off on the 25th August, under very disadvantageous circumstances. Great care and trouble had been taken by the Committee to carry out the affair in a first class manner, but to use a mild term, it was a regular "soaking" day. However the yachts were present to contend, therefore preparations were made for the first match which was for a purse of 30 sovs. The *L'Eclair*, 32 tons, J. H. Townsend, Esq.; *Echo*, 37 tons, G. Putland, Esq.; and the *Zephyrine*, 20 tons, W. Martin, Esq., entered; but only the first two started as the last named managed to fix herself on the ground just previous to taking her place. Between the *L'Eclair* and *Echo* it was a smart match. In rounding the Kish light the former was leading, by 2m. 39s. but the *Echo* ranged up beam and beam, and just before reaching Bray Head flag-boat slipped past and rounded it 4m. ahead. On beating back the *L'Eclair* was the liveliest, but *Echo* retained the Premiership, until passing Dalkey flag-boat—after which in the run home the *L'Eclair* overhauled her rival, and a severe struggle ensued, which ended in the former arriving at the goal 20s. ahead.

The Dublin and Wicklow Railway Company gave a purse of 20 sovs., for which the following started:—*Banba*, 24 tons, W. I. Doherty, Esq.; *Atalanta*, 27 tons, N. Arnold, Esq.; *Siren*, 19 tons, F. R. Davies, Esq.; the latter took the lead, but *Banba* closed up with her, followed by *Atalanta*, and the *Siren* fell into the rear. Between the *Banba* and *Atalanta*, (two excellent sailers,) a capital trial of seamanship and speed took place, amidst a regular "downpour."—The former was proclaimed the winner by 12m. 30s. independent of time.

The next match for 10 sovs., was contested by *Virago*, 11 tons, Capt. J. S. Byrne; *Bijou*, 12 tons, R. D. Kane, Esq.; *Dove*, 12 tons, T. J. Keogh, Esq.; and *Magnet*, 12 tons, E. J. Bolton, Esq. The wind was fitful—at the start nearly a calm, anon a breeze springing up, and then a lull; the yachts had at one period to anchor for half an hour to prevent being carried away by the tide. After this down came another heavy shower, followed by a good breeze—when all was hurry and

bustle on board the respective craft—and much spirited manoeuvring took place, which ended in Bijou coming in first, but the Virago, (third vessel) lodged a protest against her in respect to a foul which occurred between her and the Magnet. Subsequently the committee have decided that Bijou was not in fault, and therefore Mr. Kane received the prize.

Falmouth was all alive on the 24th August, when the Royal Cornwall Regatta was held. The prize of 50 guineas, brought together the Vindex, Volante, Emmet, and Thought; but the two latter did not start, for some objections having been made they left the two V's to battle.—The Vindex after passing the Breakwater went ahead and came in several minutes before the Volante.

The Prince of Wales gave a cup of the value of 25 guineas, and the Scud, 13 tons, Major Bull; Ida, R. Hooking, and Vampire, Captain Commerell started. After contesting the two rounds Scud came in first, but in consequence of a protest, she not going over the proper course, it was decided to be re-sailed at a future time, and on the 31st August, Vampire and Scud again sailed—when the former was declared the winner of the Prince of Wales Cup—and the Scud received a 20 guinea cup as second prize.

The Dublin Bay Subscription Club, which originated in the Irish Model Club, was established for racing by the larger class of yachts, and was got up by subscription, of 2s. per ton, for yachts entered, which amounted to £23. 8s. On May 27th, five cutters only started, viz., L'Eclair, 32 tons, J. H. Townsend, Esq.; Banba, 24 tons, W. Izod Doherty, Esq.; Storm, 25 tons, J. Graham, Esq.; Carina, 12 tons, J. McCurdy, Esq.; and Echo, 86 tons, G. Putland, Esq. This was the first match, and was won by L'Eclair. The second trial was on the 3rd June, when the L'Eclair again was victorious. The third trial was on the 10th of June, which was decidedly the best contested of the three, and the Echo was declared the winner. On the 27th August, the L'Eclair in a fourth trial came in the victor, consequently retains the prize, having won three times out of four.

Several other matches and regattas were held during the season. The money expended in prizes for sailing and rowing amounted to several thousand pounds sterling.

SHIFTING BALLAST.

FROM the stand made against this evil last year, by the chief Royal Clubs, we imagined that our readers had heard the last of it, and that we might consider it as a thing of the past, which would never be regretted, but it appears to have still some advocates, therefore having hitherto preserved in these pages every line written for and against, we insert an extract from "Vanderdecken's Log," with a letter from "Blue Ribbon," which appeared in "*Bell's Life*," and likewise an answer to the latter received by us from "Red with White Maltese Cross."

Vanderdecken commences this subject by saying:—The past season has witnessed the inauguration of a system that bids fair to effect the eradication of an evil long and loudly complained of by yachtsmen. The crusade has commenced in downright earnest, but yet the good knights who have so gallantly assailed the ranks of the Paynims must keep their armour buckled, and their lances in rest. A single campaign will not gain the victory, nor yet two; custom and prejudice, and existing interests are [hard to combat in a brief six months; and it may be that a third season will elapse before the hearty and entire concurrence of all racing yachtsmen can be secured, and all lingering doubts removed as to the abolition of that bugbear of yachtsmen—Shifting Ballast.

When I make use of the term "racing yachtsmen" to many of the uninitiated it may appear anomalous; inasmuch as all yachting men may be considered to possess vessels fit to compete at any regatta or match, the very name yacht being considered typical of grace and perfection of form, completeness of equipment, skilful seamanship, and unusual powers of sailing; Q.E.D.—hear some veteran men-o-war's men, or merchant seamen, be they from the gold-laced or blue-jacketed precincts of the quarter-deck, or the white shirted or red-jumpered tarry spot a wee bit forrid of the foremast, when criticising the appearance, the handling, or the performance of a favourite ship, and wishing to establish their opinion superlatively, will they not exclaim, "She looks like a yacht!" "She is handled like a yacht!" or "By Jove! sir, she goes like a yacht!" But, as there are three degrees of comparison, we may, with a very slight stretch of imagination, classify yachts and yachtsmen under each thereof respectively. The positive good old jog-along cruiser, the comparative fly-going cruising racer, and the superlative out and out-flyer of the sea. What appears to be desirable in yachting circles is to combine all these qualities, and that it can be done there does not appear any reasonable doubt.

We are old enough, if not wise enough, to remember when races were sailed, and slashing, spirit stirring, glorious sport enjoyed, too, and not an ounce of ballast left its legitimate place beneath the cabin platform, nor was there a square foot of extra canvas used beyond that requisite for general cruising purposes, and the internal economy was preserved intact, so that comfort and hospitality could be enjoyed and partaken of, even at the critical moment that a match might be lost or won. These were the days, too, when large entries and close contests were the rule, and not the exception, and when yachtsmen met together after the fight was fought and the battle ended, smoked a friendly calumet, tossed a foaming goblet, and never a word of suspicion or cavil of disparity disturbed the "feast of reason or the flow of soul." Verily, the old school was by no means a bad school, for every man sailed for the sport of the thing, match grew out of match, and though it must be admitted there was not that number of stranger visitants to contest the palm that we now witness at regattas, yet our predecessors contrived to make very jolly times of it, undisturbed by protest or dispute, and such as it is to be hoped may be revived again.

In thus reverting to the good old times of yachting, and that they were so I have no doubt that many a grey-haired veteran will bear me out, it must not be understood that their applicability to the present time is advocated, further than that a better system applied then in relation to the circumstances under which yachts contended in matches. That vast improvements have since taken place in the construction of vessels need scarcely be advanced. Speed has been our object, and we have not been slow in emulating the example set before us in America; but whilst straining every nerve, and tasking every idea for the improvement of the hulls of vessels, we have overshot the mark, and overloaded them with such crops of spars and clouds of canvas that stability of the hull under its means of propulsion became so problematical, nay, so impossible, that a more giant evil crept in, and artificial stability took the place of natural, under the garb of "Shifting Ballast". That this has been the bane of yachting for years past cannot be denied, and had the increase of our yacht navy depended upon the racers alone, it is to be feared that there would be but a beggarly account of empty moorings did not our cruising brethren come to the rescue. To place the sport of yacht racing upon a more equitable basis, and to encourage yachtsmen more freely to enter the lists, is the desideratum, and the way to obtain this is by a universal code of rules that shall encourage the fair, honestly-built and sailed yacht, that a man may cruise or race in as the fancy takes him, without having her torn to pieces, or encumbered with

spars and canvas, and tons of shot bags, besides extra hands to handle them, all of which involves an amount of expense that every yachtsman is not prepared to undergo. For many seasons of late years there have been one or two, or at the utmost three, out-and-out clippers, that have swept the coasts around; but are they fair examples of yachts suitable for general use? They crept along from port to port, under storm canvas, watching the elements lest they might be caught under their big wings, and their owners joined them by means of a snug first-class railway carriage, or comfortable steamer, and their reward was a full sideboard of elegant looking plate, which many would call of questionable value. They won and deserved it, as things were, for they "went in for it," as college phraseology hath it, and came off victors accordingly. Now let us look at such yachting from a practical point of view. Is it yachting at all? Does it not savour more of what is vulgarly called "Pot-hunting"—save the mark—than the free unrestrained enjoyment of the noblest pastime under the sun? Then the comfort of the thing, instead of going on board one's yacht and finding everything trim, neat, and comfortable, a smart steward, well-lighted cabin, correctly laid table, necessary appliances for the refectation of the outward man previous to the enjoyment of an appetising meal, and a slumber-inducing berth to turn into; to find sofas turned out, tables unshipped, lamps put away, doors unhinged, carpets raised, naked cabins encumbered with heaps of sails and piles of shot bags, and the alternative a not always first-rate hotel, with *as always* moderate (?) rate of charges sufficient to remind the sufferer that they are *regatta times* with a vengeance! Such a system as this is not calculated to make sailors of our yachtsmen, nor yachtsmen of our sailors; neither is it calculated to make racers of our cruisers, or cruisers of our racers. It has encouraged hitherto a hybrid class of vessels that Jack might apply his favourite phrase indicative of everything nasty to—"Neither good fish, flesh, fowl, or even bad salt horse." It may be asked, were not the yacht-builders answerable for this? Unquestionably not; they built for the market, and the market was ruled by an evil system. An order was given for a yacht to win; and a winning yacht, with all her *blushing* faults thick upon her, became the exponent of the fastest craft that the science of the day could produce. It might induce curious revelations were the ideas of certain builders taken as to the distance at sea or strength of weather they would trust themselves in certain such-like racing craft!

During later years, our builders seem to have had a prescience that the system of shifting ballast was doomed, and some of the most recent productions of the builder's art have proved themselves first-rate sea

boats as well as being possessed of the tip-top speed. All that is now wanting is a universal and well-understood rule that will neither bear nor admit of any evasion, and that will give confidence to all. This rule appears to have been hit upon very happily during the regattas of 1863, and if firmly persevered in by all the clubs during the coming season, will no doubt be productive of the desired results. The old leaven showed out upon many occasions, however, during the progress of its trial, and there are some that no process of reasoning could induce to believe otherwise than that several matches of '63 were won by shifting ballast. The signing of declarations by owners and masters, the promulgation of the special rule in a separate form, the searching examination for the forbidden shot bags, and even the plentiful application of tape and sealing-wax had not the effect of inducing confidence. When a race was won and lost many a grumble from the forecabin of a disappointed craft penetrated *well* aft, and many a Jack, Bill, and Tom were adduced as incorrigible sinners that would shift ballast on the hulls of their own estimable parents, if so be as how they had a chance of adding to their renown as racing skippers by so doing. It is wonderful how trivial observations of this nature tend to raise doubts and conjectures, and finally disbelief and disgust. It is very disheartening to a yachtsman, who has carried out to the very letter the spirit of the rule not to shift ballast or have such on board, to be indirectly coerced into the belief that he has been laughed at by the clever skipper of the winner, and that the owner of the said winner, and even the skipper himself, might be examined on oath if necessary, and yet could safely affirm that they were innocent of such ballast being on board, much less shifted. There are clever Jacks in every craft, to whom a nod is as good as a wink, and if the skipper says he means to win, are not wanting in contrivances to assist him in his difficulties. If a yacht owner be a thorough practical tar himself it is a very difficult case; but shifting ballast and enormous spars have brought with them a diffidence as to an amateur being able to handle such ticklish craft as they adorn; and the racing captain suffers not a little from his crew should he be too strait-laced in the small matter of a bit of English grammar, and that, too, not very often clearly intelligible to a purposely dull understanding.

Advocating the exchange of a hand, and thus neither more nor less than placing a spy on board, a yacht, has met on all sides with rejection, and, indeed, if yacht matches could not be sailed without such a system of espionage it would be a sorry degeneracy of the sport. The limiting of hands to a moderate extent may do much towards prevention, but as

there must always be heavy work to be done in racing, and that rapidly too, there are many objections to this ; there is nothing like a sufficiency of help, and no good yachtsman or sailing-master will carry more men than what are absolutely requisite. As to tape and sealing wax it is an absurdity. I have seen a smart fore-castle hand demonstrate the inefficiency of this plan before several yachting men, after a match, by taking a whole length of tape up neatly and expeditiously, tacks, seals, and all, and replacing it afterwards in a manner that would defy the closest scrutiny : so much for endeavouring to baffle Jack !

The rule respecting shifting ballast, put in force at the regattas of '63, appears in every respect to give satisfaction to its advocates ; but to induce confidence in its general and strict observance there yet remains something more to be done. Yacht owners who purpose racing should have a voice in the framing of the laws that are to guide them, and having agreed to a code should subscribe their names thereto. The sailing committees of many yacht clubs do not consist always entirely of yacht owners, or even yachtsmen ; the long-shore element very often largely prevails ; and rules have not been unfrequently promulgated where expediency has met with more regard than the interests of yachting. In the early part of 1862, Commodore Graves, of the Royal Mersey Yacht Club, together with many of the leading yachtsmen, exerted themselves warmly in London to secure a general meeting of the flag-officers of the different clubs and yacht owners from the different ports, to consider not only the question of shifting ballast, but the adoption of a general code of rules for regulating sailing matches throughout the kingdom. Lord Alfred Paget and the committee of the Royal Thames Club most kindly offered the use of their club-house for holding such a conference ; but through some of those mischances that will often mar the best exertions, it is much to be regretted that the meeting never took place. Such a meeting is still most essential.

Your excellent correspondent "Red with White Maltese Cross" has done good service in the cause, and if Lord Alfred Paget, Commodore Graves, and "Maltese Cross" will but take up the matter this spring, and secure a meeting of representative flag-officers and yachtsmen, it will most effectually secure the abolition of shifting ballast ; and besides that, the adoption of a good code of general sailing rules, applicable to every regatta, and which, bearing the authority of such excellent and practical yachtsmen, as could be brought together, would insure their being accepted not only at home, but abroad. The questions for the consideration of such a conference are embraced in a very able set of rules, compiled by "Red with White Maltese Cross," and which were

published in *Hunt's Yachting Magazine* of April last. Such a meeting has been often and strenuously advocated, as being the only means of creating a sweeping reformation of all the evils complained of in the present system of match sailing. I am convinced from the number of practical opinions that could be elicited—and it might prove of considerable assistance if some of the leading yacht builders and a few leading sailing-masters were solicited to attend—that the results would prove of immense use, and give considerable additional impetus to match sailing, by getting rid in a great degree of some of the present preposterous spars and sails, settling finally and for ever the question of shifting ballast, and giving scope for the production of fine wholesome sea-going craft, which I have little doubt will not be found a whit inferior in speed to the fastest ballast shifter of them all, and will most assuredly be infinitely more comfortable.

If such a system be not aimed at, and carried through efficiently and speedily, would it not be better, to allow yacht owners to do just as they please during a match; carry as much canvas, as many hands, and shift as much ballast as ever they please? If as it is urged by very many that do not agree in the propriety of doing away with shifting ballast, or limitation of hands, that it be desirable to see mere machines sailed for the purpose of affording a sensation sight, then let there be prizes given to such vessels as are built and entered for racing purposes only. There will be but few entries, and the victors may be easily imagined, as those that can afford to throw away most money in getting themselves half drowned in running after cups that will bring them but little renown, and certainly no corresponding value. But it is to be hoped, that there are too many good hands ready to stand by the tiller, and see the good ship "Interests of Yachting" safe into port by the measures I have more than once in previous years ventured to suggest, and now do so again.

AN END TO REGATTAS.

MR. EDITOR.—Most yacht owners will, I am sure, find with surprise and regret that the Royal St. George's Yacht Club announce that their rule at the forthcoming regatta will be the last year's declaration as to "no shifting ballast on board." We all know the meaning of this is simply, that you are to have no shot bags, though you may have solid leather in any other convenient form you choose! and I regard this rule as the deathblow to our glorious regattas, if, at least, the other important clubs "follow my leader" in respect to it. A convert to the enthusiastic (though on this point deluded) "Red with Maltese Cross," and one who was last season garmoned into changing his shot bags

the very handy little bricks of lead, may be determined to have this rule, but I believe the flag officers of the club and most of its members are perfectly innocent of the resolution, which debars me, for one, from entering the racing lists, whether I should be for racing or not. I will not unship my shot bags for the following reasons:—

1st.—I will not substitute handy little plates of lead for the shot, and then sign a declaration that there is no "shifting ballast" on board, as I believe was commonly done last season.

2dly.—I will not go to the loss of running my five tons of shot into pigs, which, of course should be put below all, requiring me therefore, to unstow the whole of my vessel's ballast and lose her trim, which I might never find so perfectly again.

3dly.—Because did I do so, I should still be sailing against vessels shifting their ballast as much as ever, as vide "Seaweed's" letter, which contains the fair expression of every yachtsman's opinion who witnessed the regatta last season.

I therefore give up sailing in regattas, as I expect most other gentlemen will do also; and the public may see the last built two or three vessels (perhaps belonging to one owner) contend for their prizes, as was the case last year. Of course, I shall have as much private match sailing as I choose, for this absurd rule will never force me to clip my wings. I shall still have my vessel to pass everything at sea; and despise shot bags as some may, I know that with them I will still make my passages, safely and swiftly, when your vaunted seagoing schooners are obliged, one after another to bear up from stress of weather, and seek shelter in port.

BLUE RIBBON.

Sir.—I had hoped with my last letter of November to finally retire from the controversy on the subject of ballast shifting, but my attention having been drawn to a very lugubrious letter signed "Blue Ribbon," which appeared in *Bat's Life*, and which will no doubt be transferred to your Magazine, I should like to say a few words in answer thereto, although I think the exceedingly clear and lucid epistle of "Vanderdecken" in the same paper would of itself dispose of his prophecy, of the downfall of Regattas, if save the mark, the leading Yacht Clubs really persevere in their attempts to put down the shot bag nuisance.

In the first place "Blue Ribbon" misquotes the resolution of the Royal St. George's Yacht Club Committee, in which there was not a word about any declaration, but simply "That no description of Shifting Ballast be allowed on board yachts during any race;" leaving the mode of carrying out this Rule, whether by a declaration from the owners, inspection of the yacht; or otherwise, to be hereafter determined; and he then prophesies "that this resolve will be the deathblow to our Regattas, if at least, the other important Yacht Clubs follow my leader in respect of it," thereby quite ignoring the fact that the Royal Thames, London, Mersey, Northern, Irish, Cork and Western of Ireland clubs have already adopted, and held their Regattas last season under it, and will do the same this year. Then after a side long shot at the supposed mover of the Resolution which he insinuates was passed behind the backs of

the Flag Officers of the Club, although previous to the regatta of 1862, the rule "that no ballast should be shifted," which had for several previous years been omitted from the Sailing Regulations, was on the motion of one of these very officers reintroduced, and although the Resolution which has so much excited his wrath is intended not as a new rule, but as the safest and best means of insuring that an old one shall not be systematically broken. He next proceeds to give three reasons why he himself will not race this year, and to which it would not be difficult to add a fourth.

As to No. 1, I freely admit that the great difficulty of carrying out the regulation "no shifting ballast, to be on board" lies in the fact that "handy little plates of lead" or iron *may be* used as shifters, as well as shot bags, and yet that it would be impossible to prescribe the minimum weight of each piece of lead or iron on board. As to this, however I must say *I do believe* an undertaking by an owner, that there are no shot bags or *any kind of ballast or weights on board for the purpose of shifting*, and that no ballast shall be shifted, fully meets the point, and is, an ample security, far better than inspection; and *I do not believe* that "it was common last season to sign such a declaration and yet to have ballast prepared for shifting, and used for that purpose on board."

As to No. 2, does not his own confession that he has 5 tons of shot as shifters make it pretty plain that it is quite time to check the system if possible? and I would venture to point out to him that the lockers, under his cabin sofas, where these shot bags now most unworthily occupy the space formerly dedicated to wine and other creature comforts, might contain them if run into pigs, which might be made large or small as convenience or conscience dictated, and which if so placed need never be used as shifters, or prevent him giving his word that he has no ballast on board prepared for, or for the purpose of shifting.

In the third reason he adopts the opinion of "Seaweed," who, in his two letters addressed to *Bell's Life*, and transferred to your pages, says, that "he believes Ballast was shifted in racing yachts last season in defiance of Declarations, Rules, Searches," &c. If so, as I said before, and say again, the proper course for "Seaweed," "Blue Ribbon," or any other person discontented with the rule intended to prevent this, is to name the vessel or vessels to which their suspicions point; the winners at the Regattas where the rule was in force are but few in number, and it would be but fair to let the owner referred to have an opportunity of contradicting the fact; but unless he or they will do this it is most unfair to scatter broadcast accusations against a number of gentlemen who cannot defend themselves.

Ballast may have been shifted in some of the vessels, but is that any argument against a rule which is intended to prevent its being so, and which would, if *properly carried out*, effectually do so?

In conclusion, let me say also that I do not think, nor can any one who thinks on the subject fairly, do so, that the small entries at Kingstown in the large cutter class, had anything to do with the rule in question. The tendency of the day as seen in all other sports is to elaborate them so as to make it impossible for a clever hunter in an ordinary stable, a greyhound kept about his owner's door, or a cruising comfortable yacht to win prizes. Yachts fit to contend at least at the principal Regattas are, as well remarked by "Van-

deracken," somewhat of "Sailing Machines". They are full of lead ballast and have large spars, and sails, and extra hands to work them; their owners do not go in them from place to place! or, in most instances live on board; their helmsmen and skippers are men as superior to the ordinary class, so far as racing is concerned, as Fordham or Aldcroft are to a stable lad; and therefore few men who do not go in for regular racing, care to pull their vessels about and tarnish their reputation, to say nothing of paying down from £3 to £5 as entrance money for the purpose of being beaten some half hour by these flyers. This was pre-eminently the case last season, three new yachts were built expressly for racing, everything done that could ensure success, their skippers three of the best in England, and they naturally frightened away the old vessels; especially as by the time they came to Dublin they had tried their speed against the old favorites, with the Phosphorus at their head three or four times, and always had beaten them. Will not this account for a small entry quite as well as the effect of a rule, which may if any thing will, counteract this evil, and give the wholesome real yacht a better chance of rewarding her owner for his expense and trouble. I may add that I believe the limiting the number of sails allowed to be set during a race is a direct premium to these flyers, who have a few of enormous size, and strongly against the interests of the class I allude to, who have cruising sails smaller in spread, but more numerous.

Your obedient servant

RED WITH WHITE MALTESE CROSS.

(To be continued.)

OUR DOCKYARDS.

In our last month's number we omitted to mention that Messrs. Lewis and Stockwell of Barking, Essex, are building a handsome little screw yacht for Major Brandram of the Royal Southern, and London Yacht Clubs. She will be about 27 tons, built of iron, and fitted with lead ballast. Her length is 52 feet, over all 60 feet; beam 10 feet 6 inches; schooner rigged. She is from designs by J. F. Delany, Esq., of the R.L.Y. Club. Her engines are of 10-horse power (auxiliary) by Messrs. Delany and Oakes of the Victoria Foundry, Greenwich, and are on the diagonal principle, only occupying a longitudinal space of 12 inches. They are likewise very neat in appearance, and simple in arrangement.

Mr. Wanhill, Poole.—The following new yachts which we noticed in our February number as being in the course of construction here, have been named, thus:—Speranza, yawl 100 tons, B. H. Jones, Esq., Liverpool; Amulet, cutter, 48 tons, T. V. Tippinge, Esq., Cowes; Leslie, yawl, 37 tons, D. J. Penney, Esq., Glasgow; Zerlina, cutter, 20 tons, W. D'Alton Babington, Esq., Dublin. Mr. Wanhill has effected the following changes:—Vigilant, cutter, 40 tons, to J. Boyd, Esq., Belfast; Helvetia (late Odalique,) schooner, 60 ton, to W. Marcet, Esq., London; Cissy, (late Raven,)

schooner, 121 tons, to F. K. Dumas, Esq., London; Blue Belle (late Diana, alias Intrigue,) schooner, 82 tons, to F. Edwards, Esq., London; Swallow, cutter, 16 tons, to N. Stewart, Esq., Glasgow.

On Sale.—Bacchante, cutter, 80 tons, Sapphire, cutter, 28 tons, Ism cutter, 16 tons, Isabel, yawl, 35 tons, and Gertrude schooner, 60 tons.

Messrs. Pearce and Co., Leadenhall Street.—This firm has recently negotiated the following changes:—Una cutter, to E. Whimper, Esq., Czarina, cutter, 25 tons, to Captain I. F. Hathorne; Jessie (iron) cutter, 10 tons, to Valentine Wing, Esq., Falcon 150 tons, schooner, to John E. H. Peyton, Esq., Leonora schooner, 116 tons to F. A. Hankey, Esq., Charter Oak cutter, 26 tons, to A. Hughes, Esq.

The following yachts have been sold:—Redgauntlet, schooner, 148 tons to T. Nolan-Ferral, Esq., Cecilia, yawl 30 tons, to D. MacIver, Esq., Reindeer, schooner, 72 tons to G. Hunt, Esq., Phosphorus, cutter 50 tons, to Captain Balkley, Lurline, cutter, 50 tons to Captain C. J. Miller, Cinderella, cutter, 15 tons to G. N. Duck, Esq., Lightning, cutter, 8 tons to G. Murney, Esq., Petrel cutter, 25 tons to B. Hone, Esq., Wanderer, schooner, 65 tons to T. Norman, Esq., Surge, schooner, 52 tons to W. W. Hay, Esq., Surf, cutter, 64 tons, to G. Harrison, Esq. This vessel was wrongly stated in our last as being sold to W. W. Hay, Esq.

An iron yacht, (the *Aspacia*), 75 tons, is building at Southampton, for T. Seddon, Esq., from the designs of Mr. D. Hatcher, the successful builder of Phryne and others.

SALVAGE OF PROPERTY BY LIFE-BOATS.

IN a communication from Captain J. B. Ward, R.N., Inspector of Life-Boats to the National Life-Boat Institution, he states, in reference to the saving of property by life-boats, that it cannot be too distinctly made known to the shipowners of this country and to the general public who are invited to aid the National Life-Boat Institution, on what principles its life-boats' crews are paid, and on what occasions, and in what manner, claims are made on shipowners for services rendered to their vessels. And this explanation is perhaps the more necessary since some cases have occurred where the owners of ships and cargoes that have been saved through the instrumentality of the Institution's life-boats have complained that any claim should be made on them for such services, from the supposition, or on the plea, that the life-boats are provided by the supporters of the Institution for the purpose of saving their property, as well as the lives of their vessels' crews.

Now, it cannot be too generally known, that the one sole function of the National Life-Boat Institution is to save lives, and for that object, and that object alone, it appeals to the charity and the sympathies of the British people; and, accordingly, one of the most stringent obligations which it enforces, as far as it is able, on the volunteer crews who work its life-boats, is

that they are not to be used for the salvage of property, "so as to interfere with private enterprise," but to be reserved for cases involving risk of life.

In behalf, however, of the owner of property—in behalf, it may be said, of mankind—in order that valuable property, wrought and accumulated by the "wear and tear" of man's brain, and by the "sweat of his brow," might not be irrevocably lost in the depths of the sea—in cases when no other help is available, or when the sea is too heavy to admit of the service being performed by any other description of boat, the Institution allows its crews to use their life-boats, after obtaining the sanction of its local representatives, with the understanding—1st, that every care is taken of the boats; 2nd, that they run their own risk of receiving adequate remuneration for any services they may render, the Institution having no funds available to pay them for saving property; 3rd, that they do not on any account make exorbitant demands for payment in proportion to the service rendered; and lastly, that they pay to the Institution two shares, *i. e.*, an equivalent to the share of two of themselves, of any salvage award received, to cover risk of damage to the life-boat. This last clause is added with the object of preventing the men from using the life-boat whenever it would be practicable to perform the service in any of their own boats, and also in justice to the supporters of the Institution, who have not subscribed to it for the preservation of property; but of human lives. In point of fact, the life-boats are, on such occasions, lent to their crews under certain stipulations, and we are accustomed to think that all parties are benefited by such an arrangement. Valuable property is saved at the cost of a small per centage on its value; the hard-working boatmen, on whose good will and cordial co-operation the Institution is entirely dependent for the efficient working of its life-boats, are kept in good humour with the work by the little advantage that may occasionally thus accrue to them through the means of their life-boat; whilst the Institution is sufficiently benefited to cover risk of damage or loss. Surely no liberal owner of ship or cargo can object to such an arrangement, which, after all, benefits himself more than any one else.

The question of payment for salvage of property, whether by the aid of life-boats or ordinary boats, must always be a difficult one, which will be often matter of dispute, and not unfrequently of litigation, since the Merchant Shipping Act only requires that a "reasonable compensation" shall be given. In cases, however, where an agreement cannot be come to by the two parties immediately concerned, any two local magistrates can settle the point, unless the parties at issue appeal from their decision to the Admiralty Court.

With a few brief remarks on the subject of payments for saving lives and property on our coasts, he concludes. On the former head, the National Life-Boat Institution has established a uniform rate of payment for such services by the crews of life-boats, varying from 10s. to £2 per man, according to the nature and amount of risk of the service, and whether performed by day or night; and it is only in very exceptional cases, of rare occurrence, that their crews are allowed to ask for any further payments from the owners

of ships or property. Indeed, this Institution even deprecates the raising of large amounts to reward such services through the medium of the public press by enthusiastic or talented writers, as tending to stamp them with a mercenary character, to make the men depreciate all ordinary payments at other times, and as being, in a certain sense, unjust to the crews of life-boats at less fortunate localities, whereas noble and self-denying services have been quietly performed, with none but the inhabitants of a rural or fishing village to commend, and where the payment of 10s. or £1 has given them entire satisfaction.

On the latter head—saving property—it is to be regretted that our coast boatmen often make exorbitant demands for services rendered by them, asking sums of twice or thrice the amount which they expect to get, and which they will subsequently gladly accept. There are, however, other aspects from which to view the question. The shipowner is apt to measure such service by too low a standard—to look on them in the same light as those performed on the wharf or in the store, to be adequately remunerated at the rate of a daily wage—forgetting that these men have often large and valuable boats to maintain (sometimes costing £300 or £400); that they must live all the year round, and support their families on the fruits of their labours at sometimes long intervals of time; and that unless on these occasions they receive sufficient to keep up and replace their boats, and to support themselves, they must disappear from our coasts, to the loss of the owners of ships and property, and of the nation. These men, like the rest of us, have their characters varied, if not formed, by circumstances. Their lives, like ours, in the language of our great poet, “are of a mingled yarn, good and ill together.” Shabby or heartless treatment on the part of a shipowner or master will produce the natural result of ill-feeling and extortion on theirs. Let us endeavour to do anything that may be within our province to improve them; and, in the first place, by showing towards them a spirit of justice, of forbearance, and of sympathy, instead of denouncing them for faults which may be only the natural results of treatment they may have received.

MEMORANDA OF YACHT CLUB MEETINGS.

Royal Thames Yacht Club.—Nearly 200 members attended the meeting, on March 2nd, and after reading and confirming the previous minutes, the appointment of officers was proceeded with, when Lord Alfred Paget was re-elected Commodore; Lord De Ros, Vice-Commodore; Mr. R. Cook, Cup Bearer; Messrs. W. L. Hooper, W. N. Rudge, J. Mills, Auditors. The Trustees, Lord Alfred Paget, Mr. Jas. Hutchons, and Col. J. Wilkinson, and the Secretary (Capt. P. C. S. Grant), being permanently elected, according to Rule V.

The Commodore having returned thanks, the following gentlemen were appointed as the general committee of management for the ensuing year.

viz.:—Messrs. H. W. Birch (Fleur de Lis schooner), J. Clark (Glimpse cutter), A. Cox (Whirlwind cutter), J. E. Cox (Minion cutter), G. C. Dumergue, A. Duncan (Vindex cutter), Col. G. P. Evelyn, J. Goodson (Avalon cutter), J. Hutchons, J. H. Johnson (Audax cutter), Capt. R. Lambert, T. Leach (Zillah cutter), J. D. Lee (Night Thought cutter), J. C. Morice (Marina cutter), C. Smart, C. Stokes, C. R. Tatham, Major J. Thomson, S. Walker, A. O. Wilkinson (Gloriana schooner), and Col. J. Wilkinson. The Commodore, according to Rule 32, named the following seven as the sailing sub-committee, *viz.*:—Messrs. Birch, A. Cox, J. H. Johnson, J. D. Lee, C. Stokes, C. R. Tatham, and A. O. Wilkinson. The report of the general committee was then read, and included the following sailing programme for the coming season, *viz.*:—

Opening trip, Saturday, May 28.—Yachts to assemble off the Union Yacht Club House, Gravesend, at eleven a.m., to sail thence in company under the orders of the Commodore. The Commodore will hoist his flag on board the Water Lily. Dinner at the Union Yacht Club House at half-past six o'clock precisely.

First match, Tuesday, May 31.—For cutters of the first and third classes. First class, any tonnage exceeding 35 tons: Prize value £100, and, provided four start, a prize value £50 to the second boat. Third class, exceeding 12 and not exceeding 20 tons: Prize value £40, and, provided four start, a prize value £20 to the second boat. Course: First class, from Gravesend round the Mouse, and return; third class, from Gravesend round the Nore, and return. Half-minute time per ton for difference of tonnage in each class. Entries to close at 10 p.m. on Monday, May 23.

Second (Ocean) Match, Saturday, June 4.—For schooners, cutters, and yawls (yawls to class with schooners). Open to all royal yacht clubs. First prize value £80, second prize value £50. If first prize be won by a schooner or yawl, second prize to be given to first cutter, and *vice versa*. To sail with the usual fittings, in ordinary cruising trim, to the satisfaction of the committee; ordinary boats to be carried. A pilot but no extra hands allowed. Three friends allowed. No time allowance. Course: From the Thames to Harwich. Entries to close at 10 p.m. on Friday, June 3, the night before the race.

Third Match, Wednesday, June 15.—For cutters of the second and fourth classes. Second class, exceeding 20 and not exceeding 35 tons: Prize value £50, and, provided four start, a prize value £20 to the second boat. Fourth class, 7 and not exceeding 12 tons: Prize value £30, and a prize value £10 to the second boat, if four start. Half-minute time per ton allowed for difference of tonnage. Course: From Gravesend round the Nore and return. Entries to close at ten p.m. on Wednesday, June 8.

Fourth (Schooner) Match, Thursday, June 16.—Open to schooners belonging to any royal yacht club. First-class, exceeding 100 tons, prize value £100. Second-class, not exceeding 100 tons, prize value £50. No time allowance for difference of tonnage. Course: From Gravesend round the Mouse Light vessel and return to Gravesend. Entries to close on Wed-

nesday, June 1, at ten p.m. The requisite entrance fee of 1s. per ton (a.m.) will be returned on the vessel competing for the prize. Vessels entered for the first match must be at Gravesend to be measured at 11 a.m. on Monday, May 30; those entered for the third and schooner matches on Tuesday, June 14. Yachts possessing Royal Thames Yacht Club certificates of measurement, and which have not undergone any subsequent alteration, will not be required to attend. The rig, tonnage, port, and distinguishing flag must be named to the secretary, at the Club House, Albemarle-street, on or before the last night of entry.

The proposal of the committee that the entrance fee to non-yachtsmen shall in future be 20 guineas in lieu of 12, and to yachtsmen 14 guineas in lieu of 8, as theretofore, and that the number of members be increased from 900 to 1000, was agreed to *nem. con.*—a new club-house and additional prizes for the sailing matches being the main object in view.

The further donation of £10 was then unanimously voted to the Royal National Lifeboat Society, and £5 to the Seamen's Hospital on board the Dreadnought.

The following yacht owners among the candidates were then elected members at the termination of the ballot, viz.:—Mr. J. Mather, American schooner *Gipsey*, 215 tons; Mr. E. W. Edwards, screw steamer *Stella*, 188 tons; Sir Bruce Chichester, Bart., *Zoe* schooner, 162 tons; and Captain William Bulkeley, *Phosphorus* cutter, 50 tons. The club now musters some 910 members, and 280 yachts.

The following gentlemen were appointed stewards for the steamboats that may be chartered for the club to accompany the sailing matches, viz., Messrs. W. L. Hooper, R. Cook, J. Powell, and J. Mills.

Irish Model Yacht Club.—At the first meeting of the season, March 3rd, after passing the accounts, and transacting some other business, the report of the committee appointed to revise the laws, &c., was brought forward, and the following resolutions were unanimously adopted:—

"That the club shall for the future, in honour of our Sailor Prince, be called the **PRINCE ALFRED YACHT CLUB**; the burgee to be red, with a fowl anchor in yellow on the fly, to be worn with the red ensign of Her Majesty's fleet.

"That the objects of the club shall be, as heretofore, to promote match sailing, and the practical knowledge amongst its members of how to steer and handle their own vessels.

"That for these purposes the funds of the club, after deducting the necessary expenses, shall be applied in the purchase of prizes, to be sailed for during each yachting season, by yachts belonging to members only, in classes according to tonnage, to be steered entirely by members of the club, and all extra hands above a certain fixed number of paid seamen in each class to be members of the club, of a royal or recognised yachting club, having paid their subscriptions for the current year, the sons of such members, or naval officers on full or half-pay of Her Majesty's fleet.

"That the rules and sailing regulations as presented by the committee

appointed to draw up the same, be adopted and printed at the expense of the club, and a copy, together with a circular embodying the above resolutions, and pointing out the objects of the club, be sent to gentlemen likely to become members, requesting such as wish to do so to send in their names to the honorary secretary previous to the 3rd of May.

"That the meeting adjourn until that day, when all such names shall be ballotted for, and afterwards the flag officer and committee be elected, and the prize sheet for the season settled.

"That a vote of thanks be given to the committee for its labours."

An interesting discussion then took place on the advantage which such a club would be to young men fond of practical sailing, and hopes were expressed that the royal yacht clubs already established at Kingstown will not consider it an attempt to interfere with them or their privileges, but as it really is, a neutral ground on which those members of each who care about sailing for its own sake may meet in friendly rivalry, and trim their vessels so as to be ready to meet the formidable fleet of clippers who come from the ports of England and Scotland, and sweep away many of the prizes at the annual regatta; and at the same time afford the young gentry a means of learning how to steer and handle their own craft, especially while racing. All experienced yachtsmen know that a tyro learns more by being on board a well-sailed yacht during one race when the sails are set and trimmed to a nicety, sheets flattened well aft, the steering carefully attended to, and every one does his best and smartest, than by twenty days' dawdling about the bay on a mere man-of-war's cruise, "anywhere and back again," sails looking as if hung up to dry, the vessel two or three points off the wind, or having a wake behind her like a corkscrew, and as for the owner—

"As little as the wind which blows
And warms itself against his nose
Kens he or cares which way he goes."

Fine, stout, active young fellows are far better employed tending the jib sheet, sweating a balloon topsail aloft, lending their weight to a long pull, a strong pull, and a pull all together, or with the tiller in their hand watching every puff in order to nip her up a bit or ease her away before the after leach begins to shake, than in blowing a cloud under the weather bulwark or lounging on the skylights wishing for dinner time, while their skipper and crew loiter about hither and thither as suits their laziness. To inculcate the taste for real sailing, and thereby to increase the number of yachtsmen, and especially of yacht-racing men, is the great object of this club. They have a perfect sheet of water for the purpose, a harbour from which they can start and into which they can safely come at any hour of the day or night; unlike the rapid tideways and crowded anchorages and fairways of the Thames and Mersey, or even of bonny Clyde and the dear old Cove, where the practice of amateur steering and seamanship is attended with some danger and difficulty, and all present agreed that it would be a great pity not to take advantage of such facilities for establishing a good nursery for yachtsmen.

One of the new rules prescribes that all naval officers stationed at Kingstown, all officers commanding the Revenue Cruisers or Coast Guard there, and the flag officers of every royal yacht club, and of the Prince of Wales Club, shall be *ex officio* honorary members, and entitled to all the privileges except voting.

The yachts of the club are divided into five classes:—1. Exceeding 40 tons, allowed four paid hands. 2. Exceeding 25 and not exceeding 40 tons, allowed three paid hands. 3. Exceeding 12 and not exceeding 25 tons, allowed two paid hands. 4. Exceeding 7 and not exceeding 12 tons, and 5, not exceeding 7 tons, allowed one paid hand each. And if the funds of the club will permit prizes will be offered for each class, and for schooners and yawls as a separate class, they in the meantime racing with the cutters at an allowance of a quarter of their tonnage. The new regulations against having any shot bags or shifting ballast on board will be rigidly enforced, and it is hoped that, under its new name and auspices, the Club will flourish and afford as good sport as it has hitherto done amongst the smaller fry.

Royal St. George's Yacht Club.—On March 1st, the noble Commodore the Marquis of Drogheda, presided at what is termed the "Annual reading-out Dinner," Vice-Commodore Henry facing him. A numerous body of members attended, and an exceeding pleasant evening was passed. It was gratifying to find that on reading the list of members, there were only two who had not paid or been answered for by friends present. A change in the flag-officers of this club will take place at the annual general meeting to be held on May 3. Vice-Commodore Henry being returned to serve as High Sheriff for Derry, the duties of that office will prevent his devoting so much of his time as he has hitherto done to the interests of the club in a flag rank; it is also sincerely to be regretted that the health of the gallant officer is such as to require his proceeding abroad for a short time; it would, indeed, be difficult to replace Vice-Commodore Henry, from the active and enthusiastic manner in which he has filled the post, were it not that the Marquis of Conyngham has intimated his willingness to accept the vacant flag, in accordance with the unanimously expressed wish of the members of the club.

Royal London Yacht Club.—The monthly meeting of this club took place on Monday evening, March 21, at the Caledonian Hotel, Adelphi, and was well attended.—Mr. R. Tress having been called to the chair, the flag-officers, treasurer, and cupbearer were unanimously re-elected and duly returned thanks. The following were then appointed as sailing committee:—The flag-officers, treasurer, cupbearer, and Messrs. G. W. Charlwood, A. S. Davie, H. S. Farrow, G. Gough, W. R. Maynard, E. S. Phillips, and R. Tress. The following for house committee:—Flag-officers, treasurer, cupbearer, and Messrs. W. R. Blyth, E. Clowes, E. Crosley, Cotton, F. Newton, S. F. Oriel, A. D. Osborne, G. Tomlinson, Walter, J. Wilkinson, and R. J. Wood. The following for auditors:—Messrs. G. Crosley, Osborne, and Phillips; and for measurers of yachts, Messrs. Delaney,

Hayes, and Hughes. It was then suggested that the opening trip should be started from Erith, instead of Blackwall, that the yachts should be sailed down to Gravesend, and that the usual dinner should take place at the Union Club House, at Gravesend; and, further, that the distance in the first-class match should be altered from that originally proposed, and be started from Gravesend to the Mouse Light and back; and after some discussion upon these topics they were referred for the consideration of the sailing committee.

Royal Mersey Yacht Club.—A meeting was held at the Club House, the Tower, Liverpool, March 7th. In the absence of the Commodore the chair was occupied by the Rear-Commodore T. Wilkinson Tetley, Esq. Several members were elected, and the names of other gentlemen proposed for membership. The sailing committee have arranged upon the following programme of prizes for the sailing matches, and it was adopted by the meeting:—

First day, 30th June.—The Ladies' Cup of 105*l.*, for all classes and rig of yachts, from 8 tons and upwards; 30*l.* Cup for the third class of yachts of 8 tons to 20 tons.

Second day, 1st July.—A Cup of 100*l.*, for schooners and yawls; a Cup of 100*l.* for first-class yachts of 40 tons and upwards; a Cup of 50*l.* for second-class yachts of 20 tons and under 40 tons.

It is also intended to give an Ocean Race, from Liverpool to Kingstown, 50*l.* for the yacht first arriving, and 25*l.* for the first yacht arriving afterwards of a different rig. No limit of hands or sails in this race.

The officers of the club were re-elected with thanks for their services. The club will commence to dine together for the season, at the Royal Rock Ferry Hotel, on Monday, April 4, on the occasion of the usual meeting.

Clyde Model Yacht Club.—This little club has been steadily progressing ever since it received the Admiralty Warrant, May 5th, 1857, and it has received several additions of larger craft than mere models. The members have resolved to designate it "THE CLYDE YACHT CLUB" in future, a very excellent step towards prosperity, which we sincerely wish them. At the first meeting this year, at the Club House, Globe Hotel, Glasgow, the following gentlemen were appointed office-bearers for the current year, viz:—Commodore—The Honourable George Frederick Boyle, Garrison, Millport, Vice-Commodore, John Eaton Reid, Esq., Strahoun Lodge, Millport. Rear-Commodore—John A. Lockett, Esq., Woodside Cottage, Dunoon. Members of Committee—Messrs. Thomas Falconer, Andrew Spencer, J. M. Forrester, Adam Teacher, Richard Ferguson, James Miller, and John Ure. Measuring Officers—Messrs. Robert Hart, James Grant, jun., and John Ferguson. Mr. William York, jun., Honorary Treasurer; Mr. George Bell, Honorary Secretary. The annual subscription was raised to 1*l.*, and the admission fee to Life Members 10*l.*

Royal Eastern Yacht Club.—The Committee of the Royal Eastern Yacht Club are happy to announce the completion of the Eastern breakwater at Granton, which now provides a safe and commodious harbour, where yachts

can lie at all times of the tide, without chance of collision with trading vessels. The Committee believe that so secure a harbour must greatly promote the efficiency of the club. The club-rooms are now open at Granton Hotel. The next regatta of the Club will be announced in a future circular.

Commodore, His Grace the Duke of Buccleuch; Rear Commodore, William Muir, Esq.

Committee.—Alex. Cockburn, Esq., Chairman, Hon. B. F. Primrose, James Macknight, Esq., Alex. Moncrieff, Esq., of Barnhill, W. F. Skene, Esq., R. Montgomery, Esq., Sir George Homes, Bart., W. Sheils, Esq., R. Tennant, Esq., Thomas Strong Esq.

Alexander Hamilton, Esq., 35, Queen Street, Edinburgh, and Archibald Young Esq., 22, Royal Circus, Edinburgh, Honorary Secretaries.

Subscription £1 1s. per annum, which may be paid to either of the Secretaries.

We have much pleasure in directing attention to the above circular which has just been issued by the Committee of the R. E. Y. Club.

This Club which commenced under most favourable auspices a good many years ago, has found its efficiency somewhat impaired by the want of a pleasant and secure anchorage in the immediate vicinity of Edinburgh. That want has now been supplied by the recent completion of a spacious and thoroughly sheltered harbour at Granton; and it fortunately happens that, while the space to the west of the central pier is occupied by trading vessels, that to the east affords undisturbed anchorage for yachts and vessels of the Royal Navy.

The rooms of the Royal Eastern Yacht Club form a portion of the magnificent hotel at Granton, and look out immediately upon the yacht anchorage; and we are authorised to state that the officers of the harbour desire to give every facility and assistance to owners of yachts who may visit the Firth of Forth, and that members of Royal Yacht Clubs will be welcomed at the rooms of the Royal Eastern. The scenery on the shores of the noble estuary of the Firth of Forth possesses great and varied beauties; and the parks of Dalmeny and Hopetoun, and that of the Earl of Moray which skirt the Firth for many miles, are extensive, richly wooded, and finely diversified by hill and dale. The cruising ground between the Island of Inchkeith and Grangemouth is spacious, free from danger, and peculiarly adapted for yachting purposes; and there is, therefore, every reason to hope, that the Royal Eastern Yacht Club may ere long take its place among the most flourishing Yacht Clubs on the East coast of Great Britain.

Prince of Wales Yacht Club.—At the last meeting, Mr. G. Harrison was elected Commodore; Mr. C. Long, Vice-Commodore; Mr. R. Sadlier, Rear-Commodore; Mr. Stannard, Hon. Sec.; Mr. A. Turner, Treasurer; and Mr. Webster, Cupbearer.

All Communications to be addressed 6, New Church Street, N.W., London.

HUNT & Co., Printers, 6, New Church Street, Edgware Road N.W., London.

HUNT'S YACHTING MAGAZINE.

MAY, 1864.

YACHTING IN THE NORTHERN WATERS OF SCOTLAND.*

THE views as the yacht proceeded into Loch Strivan were exceedingly interesting, and the anchorage resorted to very picturesque. If the yachtsman be an artist, he may remain in the Loch in perfect security any length of time; and, if he will walk a few miles on the road, at either side of it, he will find endless materials for his pencil, subjects worth the notice of the most fastidious. Going up the Kyles, the yacht passes Tigh-na-bruaich, opposite which is Blackfarland Bay, where there is safe anchorage in almost any weather. Tigh-na-bruaich is now so well known and appreciated as a watering place, anything said here concerning it, would be superfluous,—many thousands having passed it during the season in the “Iona” steamers, those floating palaces, which have, unsuccessfully, been converted into Blockade runners, each having come to grief almost before entering on its intended career. A third “Iona” still more beautiful, is expected to be on the station at the approaching season. To be able to travel in such a palace—to dine *à-la-prime*, and enjoy such scenery, at so moderate a cost, is a privilege which places the public under an immeasurable obligation to the Proprietors.

* Concluded from page 154.

Leaving the Kyles, we made for Isle of Arran, passing close . . Inch Marnoch—weather still favourable. We have never yet approached the Cock of Arran, or where that land-mark was formerly seen, without experiencing a good blow, or some ugly squalls. On a previous cruise, the yacht was caught in a fierce squall off Ben Ghoil, before which, we had to run up Loch Fyne in sad plight, night coming on. We were not alone, a Schooner yacht was before us, on her beam ends, and we feared greatly for her safety—she fortunately righted, and was driven by the gale to Inverary; so we subsequently heard. As we approached East Tarbet, it was determined to try to run into the Loch, although stormy and dark, and happily succeeded. The presence of a yacht amongst the herring-boats in the harbour next morning was a matter of surprise to the boatmen. Knowing the difficulties of entering the harbour in such a night, they concluded that no stranger had navigated her in, and they were right.

At a distance from the Island of Arran a stranger might, from its rugged outlines, and absence of visible signs of vegetation, conclude that it was as barren, and uninteresting to any, except a Geologist, as might be met with in any part of Scotland; and to him Arran offers a wonderful field for observation. As the eye is brought nearer and nearer, its asperities gradually soften,—the various tints become developed; indications of vegetable life present themselves intermingling with the barren grandeur of the rugged mass, and combining to form a picture seldom, if ever, equalled. We ran into Loch Ranza. On a previous occasion, when we visited it, we passed some hours ashore, but found nothing interesting; we therefore contented ourselves this time with what we could see from the yacht's deck. In doubtful weather, Loch Ranza is not a safe anchorage, particularly when N.W. winds may be expected,—and if they come in a contrary direction over Ben Ghoil, they are generally unpleasant squalls. Small yachts might get round into the harbour, behind the square tower, going in with the tide, where may be found three fathoms of water, and perfect shelter. At the herring season, the place is well frequented by herring-boats, being used as a fishing station.

After leaving Loch Ranza, we re-passed our wingless old friend, the Cock of Arran. Progressing towards Brodick, our next port, we

come to a place called Salt-pans, salt having at one time been made on the spot. There are still some remains of the buildings. It is supposed the salt-pans were established to render available a seam of coal existing there, but which it was found too costly to raise, and when raised, were probably of insufficient value as fuel. A sail of about six miles brought us to Corrie, and about mid-distance betwixt that place and Salt-pans, are the fallen rocks, an object of great curiosity, to which excursions are frequently made by summer visitors to Arran. The rocks are conglomerate, and certainly, a more desolate looking place could not well be conceived. A further sail of about five miles brought us into Brodick Bay; on entering which, the change is as beautiful as it is sudden,—the white sloping curving beach, which gives form to the bay; Brodick Castle towering up amongst the surrounding woods, with the magnificent mountains "Goatfells," for a back ground; the centre of the picture being formed by the rugged ridge of Ben Ghnuis, seeming almost to cast a shadow on Glen-rosa; the swelling hills of Glen-cloy, and Cliffs of Corriegills to the left, backed up by Holy Island, combine to form a *coup d'œil*, of the most charming character.

The anchorage of Brodick Bay is not to be depended upon in unsettled weather, we therefore preferred, as we generally have done, to pass the night in Lamlash Bay, under the lee of Holy Island. Lamlash Bay is too well known, and has been too often described to require notice. We left by the south entrance with a very light wind, passing Pladda Lighthouse—bound for Campbelltown, where we intended to pass the night; there being no reliable anchorage in Kilbrannan Sound. We found a good number of fishing boats waiting, or preparing for the fishings.

We proceeded next day on our intended course down Kilbrannan Sound, passing Blackwater foot, and getting a sight of the Columnar rocks of Drummadoon,—a little beyond which, is King's hill, in the heart of which is a cave called King's Cove, to which place we once made a very pleasant visit, our party having taken a carriage from Brodick Bay taking with them the materials for a pic-nic, which were pleasantly discussed in the cave. The drive from Brodick to Blackwater foot was a very pleasant affair, but the walk from that place to the cave was very toilsome. The entrance to it is not visible from the water, from which the acclivity is very considerable, and the ascent amongst loose stones is very fatiguing. It is said to have

been the retreat of King Robert the Bruce, and is formed out of the Red Sandstone rock. The length of the cave is said to be 100 feet, the height 50 feet, and the width 50 feet. There are other small caves, dignified as the King's stables, and larder.

There have, evidently, been frequent fires in the large cave, whether for cooking the Royal meals, or for pic-nic parties it might be difficult to decide. There have it is said been found in it, remains of bones of animals, which Guide books inform us "may be referable to that anxious period of Bruce's stormy career!" What will be thought of the bones which our party left in it? May they not be taken as presumptive evidence that His Majesty, Robert the Bruce, indulged in roast chicken and lamb? We found the cave dry, airy, and well lighted, and might afford ample shelter from excessive cold or excessive heat,—it being easy to conceive that the temperature would not be very variable, as the surrounding mass of rock would equalize the temperature of the air within the cave.

Tradition says it was occupied at one time by Fingal, and that an old lady was once so lucky as to find the silver chain and collar with which Fingal was in the habit of securing his dog Bran. From King's hill we bore away to the Cantire coast. The talented author of "Glencreggan" having exhausted its history and legendary lore on land, we must limit our notice of Cantire within range of high water. Our skipper who is a native of Skipness, and is well up in the folklore of the locality, says the author of "Glencreggan," has left no legends untouched, except such as are fit for the Fo'castle only. After leaving Campbelltown, to the northward of Island Davar, there is a sunken rock about a mile and a half from it, which should be carefully avoided by large vessels, being covered only 10 feet at low water. Under shelter of Ross Island the anchorage is pretty good in three to five fathoms. Not far from it is Saddell, where there is no anchorage except for fishing-boats. Next along the coast is Borrisdale, near to which is Dippin Bay, where a yacht might anchor, in moderate weather in three to four fathoms, for a night or so. To the northward of Carradale Point is Cruban or Crab Rock, which it is well to keep clear of, there being a considerable tide race betwixt it and Carradale. At Port Cranaig farther up the Sound, there is fair holding ground, and is generally pretty safe. On Island of Arran, on the opposite side of the Sound is Whitefarland Point and Catecol Bay where it might be safe to drop anchor with easterly

winds. Returning once more to the Cantire coast we made Skipness, much frequented by fishing boats, but no large vessels can safely approach its shores. There is a well of good spring water near shore under the Castle, which was not long ago the subject of litigation as to the right of the public to draw water therefrom; the result was favourable, the right of the public to draw water being fully established; had it been otherwise, the old adage "Necessity has no law," would, probably, have been adopted by the fishermen with serious results.

After repassing the northern point of Arran, this time unmolested by our old friend the Cock, we made for the Cumbrae Islands. At the summit of the lesser island are the remains of a former lighthouse, more than 700 feet above the level of the sea. It was frequently obscured by fogs from the sea, and mists from the land, to obviate which the present light was erected near to the shore. We passed betwixt the two islands, and made the pleasant watering-place Millport. The anchorage is considered pretty good, generally; but suppose we were unfortunate in the ground where we dropped anchor, as we dragged considerably, and it was with some difficulty we got again underway, without getting aground. The delay hindered us going ashore, as was intended, and we took our course for the Clyde. After leaving Millport we noticed at the south-east side of the island several curious examples of trap rock. When looking south from Largs Channel, one of the rocks presents a striking resemblance to a Lion couchant, on a magnificent scale—as Sam Slick would say, "larger than life and twice as nat'ral". At the extreme north end is a monument to William Bell, the first who introduced steam-boats on the Clyde—which is much too insignificant for the occasion. We were glad to see several yachts in progress at the building yard of Messrs. Fife, at Fairlie, and trust they may have their usual success.

The evening was calm and fine, as the yacht glided over the estuary of the Clyde, and reading became the order of the day, or rather of the evening. One of the party so engaged, called attention to a quotation he had met with from Dr. Johnson, in which that learned writer says:—"No man would be a sailor, who had contrivance enough to get himself into gaol; for being in a ship, is being in a gaol, with the chance of being drowned;"—for writing which, the Doctor was unanimously voted a "great muff." There is nothing

analogous in the two cases, seeing that a man might contrive to get himself into gaol, with a chance of being hanged ; or, escaping that, might obtain a free passage on board ship, for a voyage longer than agreeable, with the additional prospect of being drowned. If Dr. Johnson had ever been on board a well-appointed yacht, and had seen the yacht sailors' well-clad cleanly appearance, and comfortable accommodation, he might have formed a different opinion of the case; at least with regard to that class of sailors. It is probable that the lines were penned in one of the Doctor's bilious humours, or whilst under the disagreeable remembrance of his experience in an open boat, whilst on his tour in the Hebrides.

Dr. Johnson would, no doubt, have concurred in the often cited latin quotation—"*Poëta, nascitor, non fit,*" which may be perfectly true, as applied to the Poet, but is equally applicable to the Sailor ; he too is "born so, not made." The Poet in his ill-furnished garret, scribbling for a poor and uncertain meal, has much more resemblance to a goal-bird than the Sailor has. There are successful Poets, as there are successful Sailors ; some are born the one, some the other. Eliza Cook, whose writings abound in sympathy for the Sailor, and glorification of the sea, says :—

"It's vain to tell him the howling breath,
Rides over the waters with wreck and death ;
He'll say there's more of fear and pain,
O'er the plague-ridden world, than the storm lash'd main.
'Twould be as wise to spend thy power
In trying to lure the bee from the flower,
The lark from the sky, or the worm from the grave,
As in weaning the sea-child from the wave."

The "sea-child," as the Poetess calls him, the first moment he can procure a knife, and is capable of using it, and can obtain a nice piece of dressed wood, of convenient form, sets up Ship-builder at once. In spite of all difficulties, he shapes out his tiny boat, a butcher's wooden skewer, furnishes materials for the mast, and a metal one heated serves to burn a hole, in which to fix the foot of it, on which when done he mounts a paper squaresail, by perforating it with the point of the skewer. If he be lucky enough to have an affectionate elder sister, who will make for him a cloth sail, his little craft becomes to him a rich possession; he is a shipowner and far happier than many.

"He frees the craft, she kisses the tide,
The boy has climbed her beaten side,
She drifts,—she floats—he shouts with glee,
His soul has claimed its right on the sea."

Then commences his troubles—an epitome of the future, his little craft is wrecked,—but with an intuitive idea of the cause, he sets about to remedy the defect, by attaching a bit of lead to the keel—if he can procure it. He discovers that, if the sail be left free, she is liable to broach to, and the first squall puts his vessel on her beam ends; he hauls her close, puts her on the proper tack, and away she goes across the tiny sea to the opposite shore, and the arrival of it, is hailed with a joyous scream of delight, it is *un fait accompli*,—his little craft will sail, like a real big ship!

He is not, however, long satisfied with the childish craft, and like the young yacht owner, must have a larger, and a larger: first a cutter, then a schooner, and may be a steam yacht. When he becomes old enough, business, or a profession is thought of, but his predilections are decidedly for the sea, although he may never have seen or smelt salt water. If he reads he chooses books having reference to the sea, he is most at ease when the sea is the subject of conversation. If the prospects of a sailor's life and its dangers be placed before him, and compared with those which are open to him on shore, he is ready to dispute the point with those who would urge him to renounce the one and adopt the other. He is quite convinced that there are, and have been, as great men in the Navy, as in any other position in life, and that as great dangers and hardships may fall to one's lot on land, as on sea; that there have been as great literary geniuses amongst the blue-jackets as ever Dr. Johnson was, who never in his life, wrote as clever a book as Lieutenant Maury's "Physical Geography of the Sea!" He dares even to question if Sir Walter Scott ever wrote as good a novel as Captain Marryatts' "Midshipman Easy."

Our born-sailor is immovable in his convictions, and any attempt to convert him would be just as likely to be successful, as it would be, if it were attempted to convince a fish that dry land is preferable to the dark and deep blue sea. If, in order to deter him from going to sea, a storm is described, with all the horrors of shipwreck, he will probably turn upon the narrator and ask him, does he believe in Providence? If he is a believer, then why would he consider him-

self safer on land? If he be told that association with sailors, and exclusion from refined society tend to corrupt the manners, he reminds you that there are all sorts of people ashore, that many have gone through that ordeal and remained gentlemen; why should not he? If it be suggested to him that on board ship the quality of food may be found distasteful, he is ready to reply, a sea life creates a suitable appetite, and the sailor's health and strength are, generally, superior to those of landmen. In fact he is armed at every point; he is a born-sailor, a sea-child in the language of the poet, and, in spite of Dr. Johnson, we may substitute sailor for poet, in the Latin quotation, and in future write, "*Nauticus, nascitor, non fit.*" It would be quite as appropriate as the original.

There are times when the yacht-sailors duties are far from being enviable, but "Jack" delights in an occasional excitement, and, when an emergency occurs, works with a hearty good will, peculiar to his vocation, braving danger with an alacrity which evidences entire absence from fear. If the bobstay break, away he goes over the bowsprit to examine or repair it if practicable; hanging on, in some instances, in a perilous position during the operation, whilst the bowsprit, with "Jack" upon it, is dipped in the sea, as the vessel descends into, or rises out of the trough. If the topmast or topsail sheet be carried away, immediately "Jack" is seen aloft clearing the wreck, or making good the mischief, if remediable. There is nothing he is not ready to do when the safety or credit of the craft to which he belongs is concerned. He takes his watch, or stands to the helm, day or night, without a murmur, be the weather what it may. Yacht crews, occasionally, no doubt, become disorderly, and their conduct such as to detract greatly from the pleasures of yachting, it is to be hoped, however, that such cases are rare. The character of a crew depends greatly on that of the skipper, from whom they take their tone; may we not add that the skipper takes his from the owner? it is an old saying, "like master, like man." As a class, sailors certainly have the bad reputation of being too fond of grog, which, if well founded, the writer may consider himself fortunate in having escaped the annoyances, and discomforts, inseparable from an unsteady crew, during his yachting experience, extending over several years, which may, possibly, be in some measure accounted for by the fact that the crew are not allowed to take on board any spirits whatever. They are, however,

supplied with grog whenever it might be considered necessary or proper they should have it, in severe weather, or if hard night duty be required. Under ordinary circumstances he has found that some hot coffee answers every purpose, and is, in fact, generally preferred. The coffee is prepared beforehand in a suitable tin vessel, having a spirit lamp attached to it, furnished with a tap or cock, to draw out the coffee, and is suspended wherever may be deemed most convenient. The fumes of tobacco, particularly of such tobacco as sailors usually smoke, is far from being agreeable on board a yacht to those who do not indulge in smoking, or to ladies, but may be tolerated to a reasonable extent, by even the most fastidious, seeing that it is the only luxury in which the sailor really delights. He cannot afford to supply himself with tobacco of a more refined order or quality, but is quite able to appreciate it, and is always open to receive any given quantity. The investment would be found advantageous,—“Jack” is eminently capable of recognizing, and ever ready to acknowledge a generous act, or to perform one, of whom Eliza Cook says:—

“His heart is warm, his hand is true, his word is frank and free,
And though he plays the ass ashore, he’s lion of the sea.”

It was a beautiful night; the sea was gently rippled by an almost imperceptible movement of the air, which carried the yacht silently onward—it was quite a fairy scene. Many vessels were floating about, over the moonlit sea, which brought to remembrance lines by the same poetess—

“The world below hath not for me
Such a fair and glorious sight,
As a brave ship floating on the sea,
In the full moon’s placid light.”

We took one lingering look on the scene before turning in, and, as it was the last night our young sailor friend would pass on board during the season, we drank, in a parting cup, a happy return of it.

The yacht arrived at her moorings in the Clyde at an early hour of the morning, and brought to a close our “Yachting in the Northern Waters of Scotland.”

YACHTS AND YACHTING.*

BEING A DESCRIPTION OF THE BUILDING, MASTING, RIGGING, SAILING, AND
GENERAL MANAGEMENT OF YACHTS.

CHAPTER XXXIII.

WHEN starting for a cruise a yachtsman will do well to remember that there are a few more details necessary to be considered and thought over than merely getting a vessel ready for sea; the state of the weather and the tides will repay a little investigation, so that unnecessary delay, or adverse circumstances, may be avoided. There are many hardy blue-jackets that laugh to scorn any precautions under this head, but boldly strike away to sea at once, and, as they say, "Look for whatever weather or tide chance may afford them!" Young yachtsmen are prone to this sort of thing, as they think they never can get weather excitement, or change enough, and are burning to record their experiences of gales of wind, and to become experienced veterans all in a moment; but the fable of "The hare and the tortoise" is very often exemplified in such hasty and incautious commencements, and although a good deal of knowledge may be gained if coolness and judgment be exercised, yet the probabilities are that the novelty of a fresh gale and tumbling sea may be more than counterbalanced by the discomfort and want of success which a hard struggle against a contrary wind and adverse tide is sure to entail, and that weariness and disgust may be engendered, when, after battling hard for many hours, they are forced to bear up for the port they have left, wet and weary, with a tired crew, and vessel knocked about considerably in sails and gear: a little foreknowledge with a trifle of patience might avoid such disagreeable *contretemps* as this, and a few hours may be spent much more advantageously in a snug harbour or roadstead, than by knocking a vessel and crew about uselessly, without advancing a mile upon one's voyage. At the same time too much caution must be avoided, not only as interfering with the acquisition of that practical experience it is so desirable a yachtsman should gain, but as leaving him open to the charge of being timorous and uncertain, and giving an opportunity to his crew of practising upon his credulity, for some yachting-jacks are well known to have a remarkable partiality for comfortable quarters, and can get up gloomy forebodings of threatening gales, squalls, and rough weather

* Continued from page 169.

with surprising facility, and not a few cruising yachtsmen have nearly grounded on their beef-bones in pleasant harbours through want of confidence in themselves, or the neglect of studying the symptoms of weather, lending too facile an ear to the mysterious nods and winks of lazy skippers or shore-loving fore-mast jacks, who think one place just as good as another to fill up a yacht's log in, more especially if there is a convenient landing, good markets, and an agreeable grog shop.

It is into either of these extremities, viz.—rashness or over caution that a young yachtsman is so likely to run ; and his accomplishments as a seaman cannot be considered perfect until he has acquired a fair share of weather-wisdom, a knowledge of the tides with the influence of the sun and moon in causing the same, and a practical acquaintance with the indications of the barometer ; the latter of which he should never lose an opportunity of studying, as being the most efficient and trustworthy guide a sailor can have.

The phenomena of the tides I will briefly treat of :—there are several abstruse works and papers written upon this subject, amongst which may be mentioned those by Sir John Lubbock and the Rev. Dr. Whewell in the *Philosophical Transactions*, 1833 ; the *Annuaire des Marées* for 1839 ; *A Report of Observations made on the Tides in the Irish Sea, &c.*, by Capt. F. W. Beechey, R.N., *Philosophical Transactions*, 1848 ; and also in the *Nautical Magazine*, 1849, p. 70 ; *On the Law of the Tides of the Coasts of Ireland*, by G. B. Airy, Esq., Astronomer-Royal ; *Philosophical Transactions*, 1845, and several others, which may be obtained from Messrs. Hunt and Co., 6, New Church Street, Edgware Road, London, and which the yachtsman may study with advantage when he becomes somewhat advanced in his career. For the present I shall merely set forth such introductory matter as may prove useful towards acquiring a preparatory knowledge of the subject, extracted from the best known works that afford such information.

The moon is a satellite or attendant upon the earth, just as the satellites of Jupiter, Saturn, or Herschel, are attendants on these planets respectively. Its diameter is about 2,160 miles, or rather more than one-fourth of the earth's diameter. The moon revolves round the earth in 27d. 7h. 43m. 11½s., but as the earth is, in the meanwhile, proceeding in its orbit round the sun, the moon takes a little longer time to come into the same position with respect to the sun. From one new moon, or one full moon, to another, therefore the time is 29d. 12h. 44m. 3s. The moon at its mean distance is about 240,000 miles from the earth. The distance of the moon from the earth is only about half the distance

of the centre of the sun from his circumference, so that if the sun were in the same place with the earth, in regard to the moon, he would fill up the whole distance between the earth and the moon, and as much beyond it. Yet the face of the moon is about the same apparent size with that of the sun. The reason of this is that the sun is 95,000,000 of miles distance, whilst the moon is only 240,000, so that, although the moon's real diameter is only $\frac{1}{100}$ of the real diameter of the sun, their apparent diameters are nearly equal; the diameter of the sun is 888,000, but as the moon is 400 times nearer the earth than the sun, hence the powerful effect she exercises upon the tides in comparison. The moon moves round the earth, as the earth does round the sun, in an elliptical orbit, the earth being in one of the foci; the apparent motion of the moon is that of rising in the east and setting in the west, but this is owing to the revolution of the earth upon its axis. The moon's real motion round the earth is from west by south to east.

The various appearances which the moon periodically presents in her revolution round the earth are termed *phases*, and arise from the different positions which its opaque mass assumes in relation to the sun and earth. That half of the moon which is turned towards the sun is of course enlightened, while the other half is dark. When the moon is between the sun and the earth its dark side is presented to us, and it is consequently invisible, in this position it is called the *new moon*. Four days after the time of new moon she has receded 45 degrees from the sun, and a portion of her illuminated surface is seen in the form of a crescent, the cusps or horns, as her pointed ends are called, pointed to the eastward, and slightly inclined to the south. After eight days she has departed 90 degrees from the sun, and shows a bright semi-circular disc, or half moon; she is now said to be in her first quarter. Gradually showing more of her illumined surface she becomes gibbous (from *Gibbus* L. *hunch*-backed, convex), and about fifteen days after the time of new moon she stands directly opposite the sun, presenting a complete circular disc; she is now called the *full moon*, rising when the sun sets, and shining throughout the night. Proceeding on her course her illumined surface gradually decreases, and as she approaches the sun becomes a second time gibbous, then a half moon in her last quarter, after which she assumes a crescent form, lying more on her back, and, finally completing her orbit, disappears, becoming a new moon again as at first.

Thus two important effects are produced; the first is the light which she affords during the absence of the sun, and when at the full comes to the meridian at midnight, distributing her light equally during the

hours of darkness. The second effect produced by the moon on the earth is the tide which she causes in the ocean. The earth and the moon, agreeably to the universal law of gravitation, attract one another; that is, each draws the other towards it with a force proportional to the quantity of matter in each. The consequence of this is, that the waters of the ocean being easily moveable, the moon in passing over the earth, in the earth's diurnal rotation, draws them towards that point which lies nearest to her, and thus creates an accumulation of water round that point, which is called a tide. This tide does not accumulate immediately at the spot where the moon is in the meridian, but follows it at some little distance. One remarkable fact in regard to the tide is, that it occurs twice in every twenty-four hours, and not once only as might have been expected. The explanation given of this phenomenon is, that the moon draws the whole earth towards her, but those parts which are nearer to her more strongly than those which are at a greater distance. The result is that the waters nearest the moon are drawn most strongly towards her, and those that are most remote being drawn least strongly are left behind. The great mass of the earth is drawn away from them, leaving them as an accumulation on that side of the earth which is farthest from the moon. Thus there is a tide following the moon on the side of the earth nearest to her, and another tide following the point on the earth which is at the greatest distance from her.

Tides are also created by the sun, but much less perceptibly, in consequence of his greater distance from the earth. The solar tides are felt chiefly in the effects they produce upon the lunar tides. When the sun and moon are on the *same side* of the earth, which happens at the *new moon*, or when they are on *opposite sides*, which happens at the *full moon*, the attraction of the sun comes to aid both that tide which is nearest the moon, and that which is on the opposite side of the earth. At these seasons, therefore, the tides rise higher, and are called *spring tides*, which occur at the full and change of the moon, or more properly speaking about three days afterwards. But when the moon is at the quadrature, or, in other words, at either of the *half moons*, the attraction of the sun crosses that of the moon, and thus, to a certain extent, counteracts it. At these seasons, therefore, the tides do not rise so high, and are called *neap* (low, decreascent) tides: the lowest neap tides are generally four days before the full or change.

Since the sun and moon act with greater force as they are nearer, the effect of each body in raising the tide is greater as its parallax is greater. The highest spring-tides would occur, therefore, in January,

about the time of the month when the moon's horizontal parallax is greatest; the further off a celestial body is, the less parallax it will have, and the nearer the more. If the actions of the sun and moon were uninterrupted by obstacles or forces of any other kinds, the tides would be regular, and their calculation certain; but from the unequal depth of the ocean, the barriers presented by islands, continents, &c., which stand across the natural progress of the tides from east to west, they are obliged to make a long circuit, and to flow in various directions; as water always inclines to its level, it will, during its passage, as a tidal wave, fall to any other point of the compass, to fill up vacancies where it finds them, whence the setting of the tides, and the times of high water are different at different places. The *height* of the tide is the difference between the level of high water and that of low water; the height of the tide in the open ocean is supposed to be very small, and the great heights observable on some shores are evidently due to the shoaling of the water and the narrowing of the channel. Lakes and island seas, such as the Caspian, Mediterranean, and Baltic, have little or no sensible tides, for they are usually so small that the attractive influence of the sun and moon is nearly equal at both extremities, and does not, therefore, sensibly affect the water. It is found, in general, that the tide at any particular place is not due to the transit of the moon over its meridian immediately preceding, but to a transit which has occurred some time before. The time that elapses between the transit originating a tide and the appearance of the tide itself is called the *retard*, or *age of the tide*; thus the tide on the western coasts of Spain and France is a day and a-half old; at London two days and a-half; on the west coast of Ireland two days, and on the south-west coast one day twenty hours old.

It is, therefore, necessary to discriminate between a tide which may happen after any particular transit and the tide which really *corresponds* to that transit; thus, for example, if the moon passes the meridian at 4 p.m. to-day, and the high water occurs at 7 p.m., this tide will not in general be that which *corresponds* to the transit three hours before, but may have its origin several transits back. The transit to which the tide really corresponds is found by examining the observations of the several preceding tides; the highest of which, being due to the united action of the sun and moon, is known to correspond to the moon's transit at 12 o'clock, noon or midnight. The *mean level* of the sea is the middle between the levels of high and low water; heights measured above the sea should be referred to the mean level as the standard or zero, instead of that of either high or low water; it is not,

however, to be supposed that the middle point between any two consecutive tides is the mean level; this will be the case only when two tides in succession attain the same high water level, and the same low water level, as at spring tides. When the time of high water at any place is mentioned generally, or either of the terms *establishment of the port*, or *tide hour*, is made use of, it is commonly understood to mean the apparent time of the first high water that occurs at that place in the afternoon of the day of *full or change*.

To know the time of high water at any place, put down the time of the moon's meridian passage for the day, taken from page 4 of the month in the *Nautical Almanack*, to this add the time of high water in the full or change of the moon at or near the port required, taken from the tide table of the *Nautical Almanack*, or any other tide tables. Their sum is the time of high water at the place on the given day at p.m. If this sum exceeds 12h. 24m. subtract 12h. 24m., or 24h. 48m., as the sum may exceed those numbers, and the remainder will be the time of high water *always* at p.m. This rule will give a *rough estimate*, but for complete accuracy the yachtsman may furnish himself with the tide tables published annually by the Hydrographic Office. Strong winds will affect the time and height of the tide, but chiefly the former, more especially in rivers and narrow seas. The pressure of the atmosphere also affects the height of the tide, the water being generally higher as the barometer is lower. In some places it is high water on the shore, or by the ground, while the tide continues to flow in the stream or offing; and, according to the length of time it flows longer in the stream than on the shore, it is said to flow tide, and such part of tide, allowing six hours to a tide. Thus three hours longer in the offing than on the shore make tide and half tide; an hour and a-half longer make tide and quarter tide; three-quarters of an hour longer make tide and half-quarter tide, &c.

A yachtsman should take particular note of localities where this occurs, as he may make slack water or ebb tide along the shore, and so favour a passage, whereas by keeping in the offing he would be encountering the full force of a contrary tide; and, *vice versâ*, he may make flood in the offing when it is contrary tide along shore. There are many places where eccentric movements of the tide, occasioned by the formation of the land, intervening islands, headlands, narrow channels, straits, &c., giving it different direction and force, may be either taken advantage of or avoided, by bearing in mind the time of high water, whether spring tides or neaps are on, the former of which run much stronger than the latter from their superior height and consequently

greater body of water, and also the effect of the wind in raising or retarding the tide.

The force and direction of the wind should never be lost sight of in looking out how tides can be hit off during cruises ; a strong wind against a flood or ebb tide near headlands occasions frequently nasty over falls and short heavy seas that are by no means pleasant, and that a few hours at anchor in a convenient stopping place, until the tide slacks or turns favourably, may enable to be avoided ; it is hardly necessary to say that a good knowledge of the tides, and the best methods of working them to advantage adds in no small degree to the pleasure of cruising, and the certainty of making quick and successful passages. There are many localities around our coasts, or as they may be termed "our home cruising grounds," where a yacht might find it exceedingly awkward to be caught in heavy blowing weather with an adverse state of tide ; such places as Cape Wrath, Mull of Cantyre, Mull of Galloway, Calf of Man, or Point of Air, Holyhead Race, Tuskar, Cape Clear, Lands' End, Bill of Portland, back of the Isle of Wight, &c., will afford instances ; and very many others might be adduced.

To be a good judge of weather prognostics is of great importance to a yachtsman, and to the signs and tokens of the weather, he should at all times give attention ; weather prognostics have been handed down by tradition from the remotest antiquity, but modern science has divested them of much of the mystery with which our fore-fathers invested them, and enables us to trace cause and effect, and measure atmospheric influences, with more certainty and satisfaction than by mere heresay or supposition. However, there are many weather tokens so plain and simple as need but the most ordinary application of reason to foretel their result, and indeed their very simplicity may oftentimes endanger their being undervalued and neglected.

We have seen the influence the moon exercises with regard to the tides ; with respect to her influence with regard to the weather there are many conflicting opinions ; from time immemorial changes of the weather have been looked for in connexion with changes of the moon, and human prognostics are regarded by very many well informed persons, as much more to be depended upon than even the indications of the barometer ; the table which I here insert makes its annual appearance in almost every Almanack that is published, and the conditions therein set forth have been so often verified, as in a great measure to justify a belief in the moon's influence upon atmospheric changes.

Fair and Foul Weather Prognosticator.—The following Table and the accompanying remarks are the result of many years actual obser-

vation; and will show the observer what kind of weather will probably follow the entrance of the moon into any of her quarters.

If New Moon—First Quarter—Full Moon or Last Quarter happens.	Time of Change.	In Summer.	In Winter.
	Between midnight and 2 in the morn.....	Fair.....	Hard frost, unless the wind be S. or W.
	— 2 and 4 ditto {	Cold, with frequent	Snow and stormy.
	— 4 and 6 ditto {	Showers.....	
	— 6 and 8 ditto {	Rain.....	Rain
	— 8 and 10 do. {	Wind and Rain..	Stormy
	— 10 and 12 ditto {	Changeable.....	Cold rain, if the wind be W. Snow, if E.
	At 12 o'clock at noon and to 2 p.m.....	Frequent Showers.....	Cold and high wind
	Between 2 and 4 after...	Very Rainy	Snow or rain
	— 4 and 6 ditto...	Changeable.....	Fair and mild
	— 6 and 8 ditto {	Fair.....	Fair
	— 8 and 10 ditto {	Fair, if the wind N.W.	Fair & frosty, if N. or N.E.
	— 10 and 12 ditto {	Rainy, if S. or S.W.	rain or snow, if S. or S.W.
		Ditto.....	Ditto
		Fair.....	Fair and frosty

REMARKS.—1. The nearer the time of the Moon's Change, First Quarter, Full, and Last Quarter to *Midnight*, the fairer will the weather be during the seven days following. The space for this calculation occupies from ten at night to two next morning. 2. The nearer to *Midday* these phases happen, the more foul or wet the weather may be expected the next seven days. The space for this calculation occupies from ten in the forenoon to two in the afternoon. 3. The phases happening from four to ten in the afternoon, may be followed by fair weather, but this mostly depends upon the wind. 4. To prognosticate correctly, where the *wind* is concerned, a good vane should be within sight. Dr. Kirwan remarks if a storm arise from the East on or immediately preceding the time of the Spring Equinox, or from any point of the compass near a week after, then, in either of these cases, the succeeding summer is dry, four times out of five; but if a storm arise from the S.W., or W.S.W., on or just before the Spring Equinox then the summer following is wet, five times in six.

There is one appearance presented by the lunar body which, philosophy and science to the contrary notwithstanding, indicates a change to storm and rain, that many a hardy sailor has witnessed to his cost; Longfellow thus alludes to it in his beautiful poem of the "Wreck of the Hesperus."

"Then up and spake an old sailor,
Had sailed the Spanish main,
'I pray thee, put into yonder port,
For I fear a hurricane.
Last night, the moon had a golden ring,
And to night the moon we see!'
The skipper, he blew a whiff from his pipe,
And a scornful laugh laughed he."

I have been in many a hard gale, that has been indicated by this ring or halo round the moon, and have from my own observation, as well as the experiences of others related to me, formed the conclusion that the paler and more cold looking the light of the moon appears, and the more distinct the ring, the heavier will be the gale of wind that follows, and generally accompanied by rain; south or south-west winds almost always result, and sometimes south-east; if the latter a regular hurricane prevails. I have also witnessed the appearance of similar rings when the light the moon gave was cheerful and bright, and the ring faint and at a great distance from her; in such cases fair weather and very light breeze followed.

That we have frequent changes from fair to foul at the full or change of the moon, and *vice versa*, is too well known almost to need remark; and it is upon this fact that many who have not entire faith in the moons' meteorological influence, extend their belief so far as to place implicit reliance on such changes being effected by her.

Dr. Lardner, in his "*Popular Physics*," strongly combats the popular opinion that the moon has any effect upon atmospheric changes; he says—"The imputed influence of the moon upon the weather may be considered as a question of theory or a question of fact. Let us consider, for a moment, the theoretical question. If the moon acts upon our atmosphere by attraction, as she acts upon the waters of the ocean, she will produce *atmospheric tides*. The greater mobility of air will cause those tides to be formed more rapidly than the water tides, and it may be, perhaps, assumed that they will always be placed, either exactly, or very nearly under the moon. Thus, as there is *high water* twice daily, so would there be *high air* twice daily, and the times of this air-tide would correspond with the moments of the transit of the moon over the meridian above and below the horizon. The same causes, also, which at new and full moon produce spring tides, and at quarters neap tides, would produce spring and neap atmospheric tides at the same epochs." He goes on to argue that from observations of the barometer this could not be the case, as it would stand higher at the full and change, and lower at the quarters, thus indicating fair and foul weather at precisely opposite periods to the generally received opinion. It may be asked, with some show of reason, has not the great additional body of water that is moved by the moon's influence at full and change somewhat to do in the disturbance of the atmosphere? and that the disturbance is erroneously attributed to the moon; those versed in the sea know that currents will draw wind along with them; rivers falling into the sea bring strong breezes along their course sometimes, as yachtsmen have no doubt often experienced.

Again Dr. Lardner says—"But it may be said that although the moon may not affect the atmosphere by her gravitation, yet she may influence it by her light, or by electric or magnetic emanations, or, in fine, by some occult physical causes not yet discovered by astronomers. This is an objection that, from its vagueness and indefiniteness, is difficult to be rebutted by any means which theory can furnish. It is known that the light of the moon concentrated in a point by the most powerful burning lenses, is incapable of producing the slightest sensible effect on the most susceptible thermometer. Neither is it found to produce any effects of an electrical or magnetical kind. It may be assumed generally that the effects commonly imputed to the moon, in producing change of weather at her principal phases, are so contradictory, that it is impossible to imagine any physical causes which could account for them."

Contrary however to Dr. Lardner's reasoning, which it may appear very presumptuous to question, we have instances of moon blindness, fish becoming rapidly putrid when exposed to the moon's rays, quadrupeds and human beings affected by lunar influence, and such like occurrences that induce us to waver in opinion as to whether we must ignore the influence of the moon in atmospheric changes. He further goes on to say, "But let us dismiss the theoretical view of the question, and inquire into facts. Has it been found, *as a matter of fact*, that the epochs which mark the principal phases of the moon, have been, in the majority of cases, attended with a change of weather?" He goes on then as to what may be defined a change of weather, and questions whether any weight can be attached to the opinions of observers who confess themselves prejudiced in favour of lunar influence: as to the existence of prejudice when considering a question of this nature it certainly appears incompatible, in a full and free investigation of natural phenomena, prejudice, if allowed to exist, must materially interfere with even an approximate arrival at the truth, that is if it be but idle prejudice. But the admission that prejudice does exist induces the belief that although the majority of cases may not confirm absolutely the opinions held as to the moon's influence on the atmosphere, yet that a sufficiency can be adduced to warrant the existence of a doubt,—let it be called prejudice if more agreeable,—presents apparent, and I should think strong, reasons, for believing that further investigation may develop physical causes and conditions that have hitherto escaped philosophical research, and is necessary before finally ignoring a belief that has been so long and popularly accepted.

Dr. Lardner, after stating that observations of the barometer tended to upset, both in theory and fact, the supposition that lunar influence

had any effect upon the changes of the weather, says—"Although, therefore, it cannot be denied that there exists a certain relation between the barometric column and the lunar phases." And again, "From all that has been stated, it can scarcely be denied that there exists some correspondence between the prevalence of rain and the phases of the moon."

Surely such admissions as these betoken a belief on his part that lunar influence does obtain in the atmosphere, and if the barometer does not indicate changes of the weather, and that the fall of rain is one of them, facts go for nothing. I, for one, would certainly feel inclined to watch narrowly the weather prognostics afforded by the moon's phases, at least until some more conclusive reasoning convinces me, not from either obstinacy or prejudice, but from the feeling that whilst a doubt can exist we are bound to give the benefit of it to that side which has facts to corroborate it.

The general appearance of the sky should not escape the vigilant observation of a yachtsman, and by paying attention to the changes that are of frequent occurrence, he will almost imperceptibly, and in a short time, be enabled to distinguish favourable from unfavourable symptoms: very simple indications present themselves in the daily and nightly appearance of the heavens that should never be neglected, and which when considered in connection with the fluctuations of the barometer will enable a tolerably accurate judgment to be formed. A careful comparison should be made of the appearance of the sky at different periods of the day and night, the formation of clouds, the direction of the wind, and the state of the tide, whether flood, ebb, high or low water; strong breezes generally spring up on the flood, become moderate at high water, and again steady or variable, or perhaps shift to the opposite point of the compass on the ebb; when it blows strong at north-west, accompanied by rain, and that the clouds break up in that quarter towards high water, a shift of wind to north-west may be anticipated; the wind coming from the east with the rising sun, accompanying him in his course throughout the day, and blowing from the west at night, with a good crimson sunset, is an excellent sign of fine steady weather; but when the wind blows from the west in the morning, and backs out throughout the day, accompanied by a cold grey or pale dirty yellow looking sky, plenty of rain, wind, and unsettled weather may be looked for; north-west winds not blowing steadily and veering to west and south-west, with black clouds rising rapidly and in heavy masses indicate severe squalls and dangerous and unsettled weather; a cold grey morning with light winds from the north-west and

fitful sunshine, and a hazy appearance in the southern horizon, generally terminates in the afternoon with a gale of southerly or south-west wind accompanied by rain on the evening flood tide; clouds, the edges of which present a hard well defined outline, are bad; a wild scud flying overhead generally foretels heavy north-westerns, attended by furious rain squalls. Heavy mists hanging about the tops of mountains or elevated headlands are sure indications of south-west gales and plenty of wet weather. Southerly and south-east winds, blowing fitfully, and accompanied by pale fog or haze, with occasional light showers, generally clear up at noon, and are followed by a fine bright evening and steady north-west winds; a heavy white fog in the morning, accompanied by light easterly winds, with the sun struggling to break out, will frequently change to a bright clear day, with steady easterly breeze, veering with the sun to west and north-west towards evening; but a cold grey fog and light winds in the morning, with a heavy sluggish roll of the sea from the eastward, betoken a steady easterly gale and clear weather for the afternoon: if, on the clearing away of the fog, heavy clouds be observed of considerable extent and thickness, having their lower edges marked by large protuberances, and their upper surfaces torn and rugged, presenting a peculiar dark greyish appearance, tinged with faint red, and lying low, hail squalls may be looked for; when these approach they present a very threatening appearance, the hail tearing up the sea as though a tremendous squall were ripping up its surface; but they are more alarming in appearance than reality, and as they may be distinguished a long way off by the peculiar misty and frothing line the hail creates beating on the water, accompanied by a hissing noise, timely notice is given of their coming, and as there is not, in general, any very great weight of wind attending them, a yachtsman should never get flurried or alarmed: from their unfrequent occurrence and the threatening aspect they bear, crews are apt to become startled and to let everything go by the run, expecting a sudden and overwhelming squall; but this impression is created by the hissing sound of the hail beating the sea into foam, and as they are not so quick in their movements, or heavy, as wind alone, timely preparation may be made with perfect coolness and confidence. Hard, streaky, long and torn looking clouds, commonly designated "mares' tails," stretched across a cold looking sky, and without much perceptible motion, almost always presage, strong, and squally winds from that point of the compass they radiate from; this is generally from west or north-west. If sea-gulls be observed hanging about cliffs, or along the shore, or striking off inland with a heavy sluggish flight, regular stormy bad weather may be looked for, and

[illegible]

When the water is heated from the
bottom, the water near the bottom
becomes lighter than the water
above it, and rises to the surface.
The water at the surface then
cools, and becomes heavier than
the water below it, and sinks
to the bottom. This process
continues until the water is
uniformly heated.

pass bearings should be at once taken before it is obscured in order that a course may be determined upon to keep her clear of the land. There is nothing so much to be dreaded at sea as fog, and yachtsmen cannot be too careful when caught in them, particularly if they should be in the course of steamers, or making the land; easy sail should at once be put on the vessel—just merely what will give steerage way—indeed it is often preferable to heave-to, the more particularly when nearing a port.

Fog signals should always be carefully attended to, and the fog horn, gun, gong, or bell kept incessantly going, for vessels meeting in a fog are upon each other so suddenly that no exercise of skill can avail to escape collision; a careful watch should be constantly kept on deck and no precaution neglected, not only to proclaim the position of the vessel, but to ascertain that of any which may approach: paddle-wheel steamers, in addition to their signals, can be easily distinguished when approaching by the sound of their paddle floats beating the sea; screw-steamers are more difficult of detection, they are easy going silent ships, but if the wind is favourable and the look-outs on the alert with their ears, there is a certain beat of the screw that can be heard, and the condenser discharging the condensed steam may also serve as a means of identification; but the usual fog signal of a steamer being the steam whistle, its discordant scream in answer to the fog horn or bell will soon discover the character of the vessel bearing down. The signals used by sailing vessels' crews during a fog are two, viz., fog horns and the ship's bell; if they are on the starboard tack they sound the fog horn, and if on the port tack they strike the ship's bell. When steamers are under canvas *only* they are obliged to use the same signals as sailing vessels.

Whilst on the subject of fog signals it may not be out of place here to mention the night signal lights required to be carried by all vessels. Steamers carry a bright white light at the masthead, showing ten points on either side, or twenty points altogether, that is from right a-head at the stem to two points abaft the beam on each side, and as this is a very powerful light it will be the first seen, its range of illumination being calculated at five miles. A green light on the starboard side, and a red light on the port side, the range of these two lights being calculated at two miles. Sailing vessels, yachts included, carry a green light on the starboard hand, and a red light on the port hand; these lower side lights must be fitted with screens of at least three feet long on the inboard side, so as to prevent them being seen across the bows, and they must each show a uniform and unbroken light over an arc of the horizon of ten points of the compass, viz., from right a-head at the stem to two

points abaft the beam. A yachtman must, therefore, remember that when approaching a steamer if he sees the bright light and a green light he is on her starboard bow, and she is on his starboard hand; she will at the same time observe his green light and know that she is similarly situated with regard to him; vessels in this position may be either advancing towards each other on parallel lines, crossing each others bows at right angles, going away or crossing each others bows obliquely; one thing is certain they are clear of each other. Should the bright light and red light be seen then the yacht is on the steamer's port bow, and the same observations apply. But should the bright light, the green, and the red be seen altogether, forming a triangle, then the steamer is coming stem on in a direct line, but as she will at the same time observe the yacht's green and red lights together, they will convey a similar warning, and then the usual "rule of the road" with steamers at sea will at once be put in practice, she will put her helm to port, to pass the yacht on the port hand, and the latter must be handled so as to give the steamer a wide berth and pass her also on the port hand. Meeting with sailing vessels their green or red lights will indicate which tack they are approaching on, or if they are running before the wind, the yacht's lights will convey to them which tack she is on, when the usual rules of sailing must be observed, vessels on the port tack giving way to those on the starboard, and those going large giving way to vessels close hauled.

(To be continued.)

SHIFTING BALLAST.*

"VANDERDECKEN" in his second Log which appeared in "*Bell's Life*," in alluding to "Blue Ribbon's" letter "An End to Regattas", says— This startling heading no doubt caused many an aquatic enthusiast to experience a much colder shiver than even Jack Frost, with all his nipping severity, could effect. When there is an end to regattas our merchant princes may quake indeed, for, the great spirit that actuates our war fleets and our commercial argosies will have departed from the land. "Blue Ribbon" has indeed given us a "sensation," which, as the times go, is seasonable, and will doubtless draw forth those opinions that are just at the present moment so necessary anent the Shifting Ballast question. So far as the letters that have appeared in your columns, the preponderance of opinion goes to show that the abolitionists are in the

* Continued from page 183.

ascendant. However with the spirit of fair play that is characteristic of old "Nunquam Dormio", no doubt you will give every opportunity for learning the general opinion of yachtsmen during this spring, so that the ruling powers of our Royal Clubs may be prepared to act, and either throw up the reins of government, and allow the free traders to construct a new cabinet, or else carry out their policy at the forthcoming regattas; the committee of one of which I perceive has already tabooed the obnoxious infringement.

It may be rather premature of "Blue Ribbon" to apply the term "deluded" to "Red with Maltese Cross," but there must be something more than delusion in the fact that so many influential clubs responded last season to the active agitation "Maltese Cross" originated; and as to any arguments adduced by "Blue Ribbon" against the delusion, they merely go so far as to show that the want of confidence I alluded to in my last, appears is the sole remaining argument for the continuance of the shot bags. It surely is not necessary to sustain any material loss by the running of shot into pigs, as shot will always command a price in the market nearly if not equal to its first cost, except it be faulty; any inconvenience under this head will resolve itself into the simple question of the exchange of shot for pig lead.

I should not wish that most excellent yachtsman "Blue Ribbon" to be caught off the Mull of Cantire, the Calf of Man, the Race of Holyhead, the Tuskar Light, the Land's End, or the Bill of Portland, to say nothing of the West coasts of Ireland and Scotland, with his five ton of shot-bags in his weather-sofa locker; notwithstanding that he says he will make his passage as safely and swiftly as, "vaunted sea-going schooners that are obliged, one after another to bear up from stress of weather, and seek shelter in port!" When it comes to that, oh, good "Blue Ribbon", shot-bags will little avail; and suppose that, in the middle of a gale and with a heavy rolling sea to contend with, the wind was to chop round suddenly, as is of not unfrequent occurrence, I will leave it to any yachtsman what position of safety a vessel would be in with a cruising crew having their hands full of work on deck, and five tons of shot-bags suddenly to be found shifted by the fickle elements to the lee side. One good white-headed roller into the mainsail would set the question at rest, and that, too, in a manner far too convincing to be pleasant. As to connecting the question of safety with shifting ballast at sea, it will, I think, admit of very little argument; in smooth water it is all well enough, and over any of our comparatively sheltered regatta courses; but even then, let but a slight lop of sea get up and any person that has laboured at heaving five tons of shot up to windward when

emergency called for a sudden tack will testify that for cruising purposes it would be far from desirable, let alone safe.

Some years ago a very pretty exploit startled the yachtsmen who witnessed it, in Kingstown Harbour, the skipper of a well-known 35-ton racer gybed her sharp round the flag-ship before his ballast could be shifted, and the manner in which she fixed herself down on her beam ends gave many the impression that the bottom had dropped out of her, until their fears were relieved by seeing her keel all right. How she righted herself was nothing short of a maritime miracle. Upon another occasion, when a fleet of 12-tonners were eager for the possession of a notable tankard, and a very respectable little roll of a sea was on, we were astonished by a vessel that was running beam and beam with us, tumbling over on her beam ends on the top of a wave, and the shouts of her crew led us for the moment to imagine that she was going down bodily under them. Both vessels were borne up in the wind, and we then ascertained that the front of her shifting-ballast locker had burst out, and the shot-bags tumbling to leeward very nearly sent her to fish for cockles.

Such cases as these could, I have no doubt, be multiplied by other experiences, under which circumstances it will scarcely hold good that safety is compatible with shifting ballast when we come to consider its use whilst making sea passages. It is to be hoped however, that "Blue Ribbon" will be followed up at once by all advocates for shifting-ballast; their united experiences may go far to establish a benefit from its use, and as it seems to be the desire of all that the glorious pastime of yachting should be carried out on principles calculated to insure fair play to all, and produce the greatest amount of sport amongst yachting circles, any difficulty that at present exists as to the establishment of certain rules affecting this question would be set at rest by a cordial and universal expression of opinion freely given through your columns.

And now is the time to ventilate the question, and allow the yacht club committees to meet the views of the majority of yachtsmen in arranging their programmes of the approaching campaign. Whichever way the question is decided, I trust we shall still see "Blue Ribbon" at the starting buoys, and amongst the first flight of the "canvas backs" too, whether the "Blue Hail" is to travel in canvas envelopes, or peacefully down among the dead men along the keelson, for we can afford to lose a good racing yachtsman: they are not so plentiful that even one coloured vessel can be spared. None but those versed such matters are aware of the labour, time, and trouble the organization and carrying out of a regatta entails upon the enthusiastic few who

cept the weight of office. The funds necessary to provide prizes, pay for flag-boats, defray the expenses of bands, *dejeunés*, gunpowder and gunners, with the thousand and one items that go to swell a regatta account, require patience, skill, perseverance, and no small amount of financial ability to realize.

Even in well organised clubs the nautical estimates have to be well fought over to insure their passing, for billiards, plate, coffee room requisites, newspapers, and all the long-shore paraphernalia consequen upon a big house with bow windows, often sadly interfere with the number of the cups and the value of the purses. At out stations where there does not exist a balance at the bankers' to be drawn upon, the difficulties are multiplied tenfold, for then an active canvass amongst the supporters of aquatic sports can alone supply an ever-smiling treasurer with a ready pen and convenient check-book.

It is well that flag officers and the members of regatta committees have generally broad shoulders and amiable dispositions, for of a truth they have so many conflicting interests to conciliate and reconcile, so as to make the ropes run smooth and everything work pleasantly, that it often tries the temper of somewhat more than an angel to stand out the "badinage" that is cast about.

MR. EDITOR.—In taking notice of "Vanderdecken's Log", and the letter of "Red with White Maltese Cross" in your April number, it is with no intention of fighting "Blue Ribbon's" battle, which I expect that gentleman is very well able to do himself; but to notice a circumstance which strengthens my opinion of the unsound and unworkable nature of the law against Shifting Ballast—namely, that the promoters and supporters of that rule, through "Vanderdecken," one of their mouthpieces, have found it necessary to shift their base of argument, and instead of going entirely for the interests of sport, now cry out about the danger to life by the practice of Shifting Ballast.

"Vanderdecken," after supposing so many improbable things to happen to a yacht with shifting ballast that it puts one forcibly in mind of the saying, "that if the sky were to fall we should catch larks," describes touchingly how a 35-ton cutter, in gybing round a mark-boat in Kingstown Harbour, nearly got on her beam ends, and a 12-tonner, through bursting one of her ballast lockers, was near being "sent to fish for cockles," and tries to throw discredit on the cause of his opponents by hoping that "Blue Ribbon" will be followed up at once by advocates for shifting ballast, as their united experience may go far to establish a benefit from its use."

Now, nothing could be more discreditable than this begging of the question, as he knows well enough that what we contend for is, not that Shifting ballast is an advantage to sport—and that is the only light in which it concerns us, philanthropists may take up the humane view if they please—

but that it is as good as the other way, and leaves no man room to suspect his neighbour. We, the advocates of Shifting Ballast, are not compelled to show that our way is better than the non-shifting system. Shifting Ballast having been the universal practice for years, the abolitionists are the innovators, and if they cannot show more clearly than they have done that their plan works better than the old way, I think that we are entitled to consider ours the better cause. "Vanderdecken" invites discussion on this subject, with the desire of ascertaining which side predominates, and thereby settling the matter. I for one would not be satisfied with any such thing, as I firmly believe that the bulk of the supporters of the new system are not racing yachtsmen, probably not even yacht owners, but mere theorists, and that those whom the rule alone concerns, viz. the racing yacht owners, are not a class of men who rush readily into print.

"Red with White Maltese Cross" notices "Blue Ribbon's" letter at some length, and after admitting that there is considerable difficulty in working his pet project, deprecates all discussion on the question by stating his belief that no yacht owner or member of a royal club would give a promise and not keep it, as if yacht owners or members of royal clubs were made of a different sort of clay to their fellow men. He seems shocked at the idea of any man impugning their honour, but I would ask him are they not far more to blame who give cause for all this suspicion and distrust by putting temptation in the way of racing men?—And what a strong temptation it is none can tell so well as he who has had the Devil, in the shape of a sailing master, whispering in his ear his doubt of the "comma," his suspicion of the "semicolon," and his moral certainty that the "full-stop" was shifting, and if his master chose to lose the race of course he might. How many come through this ordeal unblemished I do not pretend to say, nor yet how many fall, but I think it would be stretching charity to say that all are perfect where such a premium is put on dishonesty. He expresses himself riled at "Blue Ribbon" endorsing my opinion of what took place last season, and asks us to point out whom we suspect. My answer is easy; I suspect every one, and am suspected by others in turn, and this will continue as long as this apple of discord remains.

In my last letter I asked what was proposed to be gained by this new rule, and although "Red with White Maltese Cross" notices me incidentally, he finds it convenient to treat my question with that kind of silent contempt which is at times so useful. If "Red with White Maltese Cross" wishes to distinguish himself and earn the thanks, not only of a party, but of the whole yachting community, and will forgive me for offering the hint, I would suggest that he might do so by using his influence with the Kingstown Yacht Clubs in persuading them to offer a small prize for an ocean match from Liverpool to Kingstown between the two regattas, which prize might increased by a sweepstake of, say 6d. per ton. I think the Cork gentlemen are entitled to some return for the sport which they showed for several years by their ocean match from Kingstown to Cork.—Yours, &c. SEAWHET

SER.—I had fully resolved that my letter in your April number should be the last with which I would trouble the yachting community on the subject of shifting ballast, but the epistle signed "Seaweed," which appeared in *Bell's Life*, (and which will, no doubt, be transferred to your pages together with Vanderdecken's remarks) tempts me, like the ladies and the lawyers to try to have the last word, and the more so as he roundly accuses me of passing over his last letter "with silent contempt." If anything could add to my conviction that it is time to bring the controversy to a close, it would be his letter, as it plainly shows that in an argument carried on in a newspaper for so long as this has been, the original question gets lost sight of, and I should have to begin the whole matter over again in order to disabuse "Seaweed" of the idea that I have ever been a writer against shifting ballast. Although quite as well convinced of the evils of the system, and as warm an opponent of it as any one can be, I have always endeavoured to leave that question to the abler pens of "Vanderdecken" and other writers, and to confine my observations to the problem given, a rule existing in nearly every yacht club of note, "That no ballast shall be shifted while sailing a match," how is it to be enforced most universally and fairly? And this I thought, and still think, can be best done by forbidding the chief practical agent used, viz., a heap of shot bags, expensive and useless except for that purpose, being carried during the race. The fact of whether or not they are on board is one of which the owner can hardly be ignorant, though he might not know whether they were or were not moved, and this is all to which I want to pledge him. It is these handy 28lb shot bags, lying in a heap on each side locker, which really "put temptation in the way of racing men," whether owners or skippers, especially when they see, or think they see, their opponents carrying their canvas better than they can do. Remove them, and a great step will be gained.

Shifting main ballast is a troublesome and finger-pinching operation, and if any owner, as described by "Seaweed," is so destitute of moral courage, and so given up, hand and foot, to the influence of his sailing master as not to be able to say "No, I promised not to shift ballast, or allow it to be done, and whatever others may do, I will not," let him cast his shot and small pieces of lead into good large pigs, say none less than 1cwt. and my word for it, he will be but little troubled with solicitations from either skipper or crew to allow shifting, and will in his heart thank those who have removed a snare out of his path. Those infernal shot bags are the root of the whole evil, handy, easily moved, and clean, they do not make the dirt or smash which ingots of lead or iron, be they ever so small, do, and may be chucked from hand to hand like balls, albeit that when some 350 have been sent back-

is and forwards about twenty times the work becomes less exciting and agreeable.

"Seaweed" coolly says that the opponents of shifting ballast are "innocent," and must prove that the abolition of it would be an advantage to it. Does he mean to tell us that for many years—in fact, as long as I remember yacht racing—and up to 1862, the R.Y.S., Royal Thames, Lon-

don, Mersey, Victoria, St. George, Western of England, Western of Ireland, and Prince of Wales, at least, and I believe many others, had not a stringent rule on their books or in their sailing regulations that "no ballast should be shifted?" My memory sadly deceives me if this were not so, and it was only the finding that this, I may nearly call it universal, rule, was systematically disregarded by many, at least both of the committees themselves and the crews of the vessels, which induced me to write my first letter in your paper, proposing a means (not my own idea, but borrowed from your own columns) by which I thought, and still think, this law may be universally enforced. The great point is unanimity amongst the yacht clubs, as if one or two allow shifting ballast, it will be almost impossible to do away with shot bags, as yachts who have none will meet those who have at the regattas of these clubs to manifest disadvantage, a point which I took the liberty of remarking upon when the programme of a well-known and influential club appeared last year.

This season, so far as programmes have yet appeared, there appears to be but one opinion amongst the committees, and I trust the new rule will get a fair trial, and that if it is found a failure, the result will be not a return to the system advocated by "Blue Ribbon" and "Seaweed," but the devising of some other and more efficacious plan of carrying out the principle of which, if found to work well, no one will be a warmer advocate than your humble servant. "Seaweed" twits me with not answering his question "What good is proposed to be gained by the new rule?" The only thing approaching such a question which I can find in his letter of the 26th November, is a request "to all men interested in the matter to consider dispassionately, what is proposed to be gained by preventing, or rather trying to prevent ballast trimming on the one hand, and the all but insurmountable difficulties which attend the attempt on the other," and it never occurred to me when I did see his letter, which was not until some time after, that this was a question addressed to me, as I was not, as I said before, writing against shifting ballast, but considered that a settled question.

I will now reply, however, that in spite of his sneer at "Vanderdecken" for describing what in my limited experience I have seen happen three times, viz., a cutter taken aback in a squall, and his disclaimer of the humane view as at all being involved in the question, I do believe one great gain of the abolition of shifting ballast will be to remove a chance, nay, I may call it a certainty, that some day a lamentable accident will happen to one of these propped up, over-laden racers, which will prove a "heavy blow and great discouragement" to match sailing, even if it does not tend to carry out "Blue Ribbon's" mournful prophecy. He says that he believes "the opponents of the system are not racing yachtsmen or even yacht owners. I wonder what he calls the men who compose the sailing committees of the R.Y.S., Royal Thames, London, Mersey, and Cork Yacht Clubs, a' of whom have had the rule against shifting on their books for years, and many of whom last year adopted the new means of enforcing it. I should consider them far better judges than the owners of racing yachts, of whom

some hardly even see their vessels in the course of the season; others are so almost for the first time, are entirely led by their sailing masters, and scarcely know what shifting ballast on the scale practised now-a-days means. Take "Blue Ribbon's" own statement:—Five tons of shot involves 300 28lbs bags, which are to be sent across a 14ft. main cabin, say only twenty times, this requires the labour of five or six men working as hard as they can for several minutes each time, and is fit work for coalheavers, not for sailors.

Many owners and their friends when on board during a race (I do not apply this to "Seaweed") think that all they have to do is to squat under the bulwarks, keep their pipes alight, take time at the flag-boats, wet their whistles with brandy and water or pale ale, and occasionally offer advice to the sailing master, which he generally treats with sovereign contempt, ending with a hearty cheer when the race is won, and a neat speech on receiving the Cup, and to them it is of little moment what goes on below, as the moment they come in, off they go to an hotel, and do not show again on board until the Blue Peter is up for the next start. Many I know are bright exceptions, and understand well what they are about, but for the others I do not think their opinion is nearly as good on the subject as that of those who themselves do, and wish to teach others, how to steer and handle their own craft, a thing which would be almost impossible if the system advocated by "Blue Ribbon" and "Seaweed" was carried out.

In conclusion, "Seaweed" says "that I deprecate all discussion on the subject," and "that he suspects every one who raced last year, and that he is suspected by others in return." I assure him that the last thing I should wish would be to burk any fair and open discussion on proper evidence as to whether any particular yacht did or did not win her prize by acting both contrary to the rule laid down, and to the declaration made in writing by her owner. On the contrary, I should be much pleased to see the name of any person who acted so published and exposed, considering that it served him right, and hope committees will act on this principle if any one be found tripping this season, be he owner or skipper; but I do object to wholesale attacks on the whole body of owners who sailed last season, and think such will do far greater harm to the cause of yacht sailing than anything which could be named. I, myself, have no yacht, and probably never shall, but I sailed many races last season with different owners, and never saw a shot bag or a pound of ballast shifted, and I certainly did not nor do not suspect all my opponents of having done so, either with "their own hands," as "Seaweed" says, or under their connivance, nor do I see how a rule prohibiting a particular article from being on board when racing can be called a "premium of dishonesty" one whit more than any other sailing regulation which it is necessary to enforce.

Yours, &c.,

RND WITH WHITE MALTESE CROSS.

THE LIFE-BOAT AND ITS WORK.

THERE is probably no subject which is more deserving the attention of the philanthopist than that which concerns the welfare of our seamen. We are, therefore, induced to make a few remarks on the great and successful exertions that have been made during the past year in saving the lives of nearly 5,000 of our shipwrecked sailors on the coasts of the United Kingdom, as detailed in the Report of the Royal National Life-boat Institution, laid before its Fortieth Annual Meeting on the 15th March, when the Right Hon. Sir John Packington, G.C.B., M.P., took the chair. It commences by referring to the success which, with the Divine blessing, had rested on the labours of the committee, and by expressing their gratitude to a liberal public for its continued generous support.

Perhaps the most striking feature in the history of the Institution during the past year is the large number of noble gifts, in the shape of the entire cost of new life-boats, which had been presented to it by philanthropic individuals. Through such assistance the committee had been enabled to replace several life-boats of inferior description, or obsolete character, by others embodying all the latest improvements.

To one of those splendid gifts we have much pleasure in drawing especial attention, not alone on account of its large amount, but as one springing from the very highest order of motives on the part of a commercial firm, and which cannot but be appreciated in this great mart of commerce, while it is invested with additional interest as proceeding from members of one of the most highly respected native communities amongst our fellow-subjects in India. The splendid gift to which we allude, is that of £2,000 given by Messrs. Cama and Co., Parsee merchants, London, for the purpose of providing the whole cost, and the future maintenance of a life-boat establishment, on the coast of the United Kingdom, in acknowledgement of the success which had attended their business transactions during eight years' residence in this metropolis, and in testimony of the courtesy and kindness which they had invariably received from its inhabitants.

The last remaining of the County Shipwreck Associations, viz., that in Lincolnshire, had decided, at a preliminary meeting, on coming to union with the National Life-boat Institution, and a complete renovation of the four life-boat stations on the coast of that county will as soon as practicable, be effected. New boats, carriages, houses, and equipment are to be provided, and the several establishments made

thoroughly efficient in every respect, at a cost of about £2,000, which will be defrayed jointly from the funds of the Parent and Branch Institutions.

It is satisfactory to find that the Lords of the Admiralty are taking steps to provide every ship-of-war with an efficient life-boat and that their lordships had paid the Institution the compliment to consult it on that important subject. Experimental life-boats are now in course of construction, and we trust that their general adoption in the royal navy may lead to improvement in the life-boats of the mercantile marine.

The Institution having now formed stations on almost every dangerous part of the United Kingdom where a life-boat can be effectively manned, contemplate entering on another sphere of usefulness, by introducing an improved mode of fitting the interior of the larger class of open and half-decked fishing and hovelling-boats on our coasts, so that they could at any time be made insubmersible. Our fishing-boats number about 40,000, and are probably manned by 160,000 men and boys, who are ever ready to risk their own lives to save those of their fellow-creatures on occasions of shipwreck.

The Institution proposes to accomplish this important object by building and placing at some of the principal fishing-stations model or standard boats, from which, after sufficient trial, others might be built in the several localities; and thus a permanent improvement be established, which might lead to the saving of many lives on occasions of such boats being overtaken by gales of wind when at long distances from land.

During the past year the Institution has been enabled to send no less than fifteen new life-boats to the coast, and numerous others are in course of construction. The stations to which they have been sent are Drogheda, Fishguard, Budehaven, Tenby, Lytham, Hastings, Blakeney, Swansea, Teignmouth, Filey, Arklow, Eastbourne, Pembrey, Palling, and Greencastle, near Londonderry. The whole of these, except that at Greencastle, have gone to replace worn out or obsolete boats. No less than eight of them are gift boats.

Transporting-carriages and boat-houses had been provided for nearly all these fifteen life-boats.

The life-boats of the Institution now number *one hundred and thirty-two*; and some of them were the means of saving no less than *four hundred and seventeen* lives during the past year, nearly the whole of them under dangerous circumstances, amidst high surfs, when no other description of boats could have been launched with safety. They were also instrumental in taking safely into port or materially assisting

seventeen vessels, which had stranded or otherwise got into danger. On forty-nine other occasions the life-boats of the Society were launched and proceeded to the assistance of vessels that had shown signals of distress, or that were in evident danger, but which did not ultimately require their services. The crews of the life-boats also assembled during stormy weather on many occasions, in readiness to proceed to the aid of vessels. For these services, and for saving 297 shipwrecked persons by fishing and shore boats or other means, the Institution has granted rewards amounting to 1,308*l*.

These valuable services have happily been performed without a single accident attended with loss of life occurring to those who have manned the boats. On such occasions, and on those of quarterly exercise of the life-boats, about 6,000 persons were afloat in them.

We regret to have to report that the number of wrecks during the past year was, as usual, very large, and that the gales of October and December were perhaps the most destructive that ever visited the shores and the seas of the British Isles. The widows and orphans, caused by the storm of the three early days of December, are to be numbered by hundreds in the towns of Yarmouth, North and South Shields, and other places.

It is, however, most gratifying to be able to report, that during the time that storm lasted, the life-boats were providentially the means of rescuing no less than 250 shipwrecked persons. Of these, 120 were saved by the Ramsgate life-boat in conjunction with the steam-tug *Aid*, and 48 by the Holyhead life-boat. Noble deeds of daring were also performed by the crews of the Institution's life-boats at Bacton, Fleetwood, Southport, Tenby, Llanddwyn, Skerries, and other places. On occasions when numerous services were equally perilous and gallant, it is difficult to select any particular cases for narration, but they are all briefly detailed in the appendix to the Institution's Report.

With a shipping representing about 50,000,000 of tons and 300,000 vessels which cleared outwards and entered inwards from British ports during the past year, a large number of shipwrecks has become almost a natural sequence. Accordingly it is found that 1,602 casualties took place last year on the shores and in the seas of the British Isles, accompanied with the loss of 568 valuable lives—lives of the utmost consequence to the commerce and defence of the country.

However, it is gratifying to find that during the same period 4,565 persons were rescued by life-boats, the rocket-apparatus, shore-boats, and other means; 498 of these owe their preservation to life-boats, 329 to the rocket apparatus and 3,738 to ships' own boats, steamers, fishing-boats, and other means.

Those saved by life-boats, which are, as it were, the "forlorn hope" of the army of rescue, have, in nearly every instance, been saved under perilous circumstances, when they probably must have perished in the absence of such aid. The British public are now sensible of that fact, and their generous support to the National Life-boat Institution has been proportionately liberal. Our countrymen in all parts of the world manifest by their contributions their interest in its welfare; and its successful operations on our coasts have awakened in foreign countries a desire to provide similar means for saving life from shipwreck on their shores.

The total number of lives saved during the forty years from the establishment of the Institution in 1824, to the end of the year 1863, either by its life-boats, or by special exertions for which it has granted rewards, is as follows :—

In the Year.	No. of Lives Saved.	In the Year.	No. of Lives Saved.
1824	124	1845	235
1825	218	1846	134
1826	175	1847	157
1827	163	1848	123
1828	301	1849	209
1829	463	1850	470
1830	372	1851	230
1831	287	1852	773
1832	310	1853	678
1833	449	1854	355
1834	214	1855	406
1835	364	1856	473
1836	225	1857	374
1837	272	1858	427
1838	456	1859	499
1839	279	1860	455
1840	353	1861	424
1841	128	1862	574
1842	276	1863	714
1843	236		
1844	193		
		Total.....	13,568

Who does not feel thankful in seeing such a noble list of their fellow-creatures rescued from the perils of the deep, and restored to their families and to the service of their country. Every contributor to the Institution is unquestionably entitled to participate in that satisfaction as an assistant in the great and good work. It will likewise be felt, that the thanks of all are eminently due to the gallant men who have so readily manned the life-boats on every occasion, and to all others who have personally aided in saving so many thousands of persons from a watery grave.

It appears that during the past year 15 silver medals, 14 votes of thanks

inscribed on vellum, and 1,308*l.* have been granted for saving the lives of 714 persons by life-boats, shore and fishing boats, and other means, on the coasts and outlying banks of the United Kingdom.

In reference to these grants, our boatmen and fishermen everywhere know that their exertions in saving life from shipwreck will be promptly rewarded by the National Life-boat Institution in proportion to the risk and exposure incurred in the service. Thus a spirit of emulation and activity is fostered and encouraged by the Institution on the coasts of the British Isles, productive of the best results.

With the special object of enhancing the value of the medals of the Institution, they are never granted except when risk of life is believed to have been incurred, and great gallantry displayed; and the most careful investigation is made of every case before it is decided on. In that important work the Institution has received the prompt and cordial co-operation of Commodore A. P. Ryder, R.N., Controller-General, and Captain J. W. Tarleton, R.N., C.B., Deputy Controller-General, and of the officers of the coast-guard service, to whom the best thanks of the Institution are tendered.

The proceedings of the Institution on this head may be briefly stated:—Since the formation of the Institution it has expended on life-boat establishments nearly 100,000*l.*, and has voted 82 gold and 736 silver medals for saving life, besides pecuniary awards, amounting together to 17,830*l.*

The cordial co-operation of the local branch committees, which constitute so important a portion of the machinery for the supervision of the several life-boat establishments of the Institution is duly acknowledged.

The total amount of receipts of the Institution during the past year was 21,101*l.* 6*s.* 3*d.*; and of this sum 4,944*l.* 5*s.* were special donations given to defray the cost of the twelve life-boats, a list of which we must publish.

Filey—Lord Mayor and Lady Mayoress of York, R. W. Hollon, Esq., and Mrs. Hollon	£	s.	d.
Bridlington—Collected in Manchester by R. Whitworth, Esq., and the Rev. E. Hewlett	250	0	0
Palling—Messrs. Cama and Co., for the station, and its permanent maintenance	2,000	0	0
Eastbourne—J. S. D.	300	0	0
Teignmouth—Collected in China by W. H. Harton, Esq.	251	15	0
Budehaven—Family of the late R. T. Garden, Esq., for life-boat, boat-house, and transporting carriage.	600	0	0
Pembrey—Collected in Bath by F. Bedwell, Esq.	180	0	0

Tenby—F. R. Magenis, Esq.	262	10	0
Lytham—T. Clayton, Esq., Wakefield	250	0	0
Dunbar—Lady Cunningham Fairlie	300	0	0
E. W. Cooke, Esq., R.A., F.R.S.	200	0	0
Sir Hugh Myddleton Life-boat Fund, on account	100	0	0

We observe that amongst the most gratifying recent donations to the Institution occur the following:—100*l.* from a Sailor's Daughter, per Messrs. Drummonds; 100*l.* as a Thanks-offering for Preservation at Sea during the storm of the 31st October last; 1*l.* 6*s.* 9*d.*, being the amount of a collection at St. John's Sunday School, Manchester, per Mr. R. Hanley; 3*l.* 18*s.* 8*d.* collected in Mochrum Parish Church, as a New Year's Offering to the Institution, per Rev. R. Craig; 20*l.* as a Thank-offering from E. Jones, Esq., and Mrs. Jones, for Preservation from imminent danger at Sea; 100*l.* from "A Friend," in gratitude to God for the Preservation of his Wife for another year; 20*l.* from a Seaman's Daughter (C. T.), the produce of her needlework, and 200*l.* consols from George Wheelhouse, Esq., of Deptford: W. N. Budge, Esq., collected 607*l.* 15*s.* 6*d.* on the London Stock Exchange, for the Institution, and Robert Whitworth, Esq., and the Rev. E. Hewlett, collected nearly 1,000*l.* amongst their friends and others in Manchester.

The following legacies, less duty, have also been bequeathed to the Society since the publication of the last report:—James Miller, Esq., of Glasgow, 100*l.*; William Currie, Esq., of Cornhill, London, 200*l.*; John Farnell, Esq., of Isleworth, 1,000*l.* (free of duty); Milborne Williams, Esq., of Whitchurch, 50*l.*; Beriah Botfield, Esq., M.P., of Norton, 10*l.* 10*s.*; Miss Emma Keate, of Kensington, 300*l.*; and Richard Spencer, Esq., of Gower Street, London, 200*l.*

The expenditure of the Institution in the year 1863 was 16,672*l.* 6*s.* 8*d.*, of which 11,377*l.* 14*s.* 1*d.* was spent on its life-boat establishments. 1,351*l.* 6*s.* 4*d.* in rewards for services to shipwrecked crews; and 2,441*l.* 9*s.* 1*d.* for coxswains' salaries, and the quarterly practice of the boats' crews.

For a considerable saving in the item of transport to their stations, of new life-boats and carriages, the thanks of the Institution are given to the several railway and steam packet companies, who have most liberally conveyed them to all parts of the United Kingdom, free of charge.

The items of receipt and expenditure are detailed in the financial statement annexed to the report, which as usual have been audited by a public accountant.

Considering the magnitude and unavoidable costliness of the operations of the National Life-boat Institution, embracing the whole of the coasts

of the British Isles, a large permanent annual income is clearly indispensable to enable it to maintain, in an effectual state, its *one hundred and thirty-two life-boats*, and to increase their numbers, should circumstances render it desirable to do so.

Its committee appeal to the British public with fresh confidence for support to an Institution whose mission of mercy must come home to every one, and plead for sympathy and support; and they feel assured that they will not make that appeal in vain; for if it be a high privilege and duty to feed the hungry, to clothe the naked, to heal the sick, and to teach the ignorant, it is surely, if possible, a still higher privilege and duty to rescue from a premature and sudden death fellow-creatures who may be preserved for a long career of future usefulness.

ROYAL SYDNEY YACHT SQUADRON REGATTA.

THIS event came off on the 23rd Jan. in the harbour of Port Jackson, N.S.W. The acting-commodore, Capt. Pockley, succeeded in getting everything ready for a start. The yachts took up their stations in a line between Fort Denison and Farm Cove, as follows :—

Yachts Names.	Rig.	Tons.	Owners.
FIRST CLASS.			
Peri.....	cutter	18	H. C. Danger, Esq.
Era.....	cutter	24	Vice-Commodore Wilson.
Annie Ogle.....	cutter	20	Captain Bountree.
Chance	schooner	81	Commodore W. Walker.
Xarifa.....	cutter	31	C. Parbury, Esq.
SECOND CLASS.			
Gitana	cutter	7	F. J. Jackson, Esq.
Scud	cutter	13	S. C. Burt, Esq.
Ida	cutter	9	J. J. Josephson, Esq.
Why Not	cutter	8	F. J. Manton, Esq.

The course for the first class was about 28 miles, being from the moorings off Farm Cove, round the Sow and Pigs, round Fort Denison, thence round a boat off Long Reef, and back to the red buoy off Macquarie; the prize a piece of plate, value £50. The course for the second class was the same, with the exception that instead of going round Long Reef they went round a boat off Manly, and the prize was a piece of plate, value £25. In neither class was there any restriction as to the quantity of sail. About a quarter to twelve a gun from Fort Macquarie gave the signal to start, and ere its echoes died away the little Why Not had her head sails set, and bounded away on the port tack, the Peri and the Era being the next to follow her example, then

the rest of the fleet, the Chance being the last to get off. The Era at once showed her weatherly capabilities by going to windward of Pinchgut, and, taking the first place, stood well over towards Cremorne. The Xarifa, apparently unable to weather Pinchgut, went about on the star-board tack, followed by the Scud. On reaching Bradley's Head the Era still led, followed very closely by the Peri, the others in the following order :—Xarifa, Gitana, Why Not, Ida, Annie Ogle, Chance, and Scud. Before reaching the lightship, the Xarifa overhauled the leading vessels, and was first round the Sow and Pigs, and in running up the harbour continued to increase her lead, the Why Not fully sustaining her ancient *prestige*, by passing her more powerful opponents, and taking second place. The fleet presented a beautiful appearance as they rounded Bradley's before a stiff north-easter, each staggering under a cloud of canvas. On rounding Fort Denison, the Xarifa took in her square sail and again steered down the bay, the other vessels, except the Scud and the Annie Ogle, being close together. The wind now hauled round more to the northward, and in beating down the Era lessened the distance between herself and the Xarifa, while the second-class competitors, led by the Why Not, stood away for the stake-boat, off Manly, rounding it as follows :—Why Not, 1h. 56m. 0s. ; Ida, 1h. 59m. 10s. ; Gitana, 2h. 0m. 0s.

The run home presented no alteration of interest, the Why Not maintaining the lead to the end, and winning by nearly six minutes, the Ida second, the Gitana third. The Scud did not go over the course. We will now return to the first-class vessels which we left on their way to the Heads, the Xarifa still leading, followed by the Era, the Chance, the Peri, and the Annie Ogle. The wind falling lighter every moment, it appeared certain the Xarifa must win ; but, unfortunately, in hugging the inner South Head shore she got on the reef, and stuck fast for some fifteen minutes, during which she was passed by all the others. As the tide was falling, Mr. Parbury wisely availed himself of the services of the steamer Black Swan, and in a few moments the Xarifa was in pursuit of her more fortunate antagonists, and after passing the North Head set her jib topsail and square sail, passed the Chance, and came up, hand over hand, with the Era and the Peri. The boat at the North Reef was rounded as follows :—Era, 2h. 58m. 0s. ; Peri, 2h. 59m. 40s. ; Xarifa, 3h. 6m. 30s. ; Chance, 3h. 10m. 0s.

The Xarifa now set a large raffer, and in ten minutes passed the Peri, and soon after she deprived the Era of the lead. It now became a drifting match, the splendid schooner Chance—once a flyer of the

English Royal Yacht Squadron—lay like “a painted ship upon a painted ocean;” in fact, except the *Xarifa*, none of the boats had steerage way on, but before they reached the north point a southerly breeze sprung up, and light sails were immediately taken in. The change of wind materially improved the position of the *Xarifa*, and on board the club steamer 2 to 1 was freely offered that she would win. The breeze now freshened, and the *Era* and the *Peri* sent down gaff topsails, the *Xarifa* shifted hers, and, entering the Heads in rare style, hauled her wind and laid up to Bradley’s, where she again set her squaresail, and passed Fort Macquarie at 5h. 31m. 10s. Meantime the *Era* again set a square-headed gaff topsail, and came bowling along in magnificent style, and having an allowance of three minutes and a half from the *Xarifa* the probabilities of her winning occasioned great excitement. At 5h. 34m. 57s. she passed the fort nearly two miles ahead of the *Peri*, the *Chance* nowhere to be seen. The *Annie Ogle* gave up, and was towed home by the *Morpeth*. A protest has since been entered against the *Xarifa*, on the ground that she was disqualified by being towed off South Reef, so that the *Era* gets the prize.

The *Xarifa* was built by Shee, of Woolloomooloo. The *Era* came out from England, in frame, and the *Why Not*, winner of the second-class match, was built by Hatcher of Southampton.—*Bell's Life in Victoria*.

SYDNEY ANNIVERSARY REGATTA.

THIS annual aquatic festival was held on Tuesday, January 26, but was scarcely so successful as former similar gatherings on the same waters; at one time in the course of the afternoon the proceedings being entirely suspended, in consequence of the great force of a sudden squall from the southward, which swamped several boats. His Excellency Sir John Young and suite were on board the flagship, the *Lady Jocelyn* steamer, whose ample deck afforded accommodation for a numerous company. The racing commenced with money prizes for rowing by youths. The first prize of £5, for all youths under sixteen years of age, pulling a pair of sculls, was won by M. Yates; and the second prize, £2, by Aubrey Moule. The Double Scullers Race, for youths under eighteen, was won by G. Yates and H. McClure, who received eight guineas, the second prize of £3 3s. being awarded to W. Ternan and F. Gardiner. The first sailing events was by ballast boats; first prize £15, second £5. The *Orphan Boy* came in first, and the *Colleen Bawn* second, the other starters (four) being a long way in the rear. As

many as 13 boats entered for the Sailing Race, for dingies not exceeding 15 over all, which afforded an interesting race, the winners being—the Pointer first and the Doctor second. Only two boats entered for the “All Amateurs” Pair-oared Race, for prizes of £12 12s. and £3 3s. J. Connor and J. Donnelly came in first; the other crew, Robert Green and C. Barnett, merely following their leaders round the course. The race for all yachts, centre boards excluded, with allowance for tonnage, for a fifty guinea cup, engaged the attention of three yachts—the *Xarifa*, 31 tons; the *Peri*, 18 tons; and the *Australian*; but as the latter did not start, the event merged into a match between the two first-named crack boats. During the early part of the race, the wind was “fresh” from the N.W., and both yachts carried a press of canvas, the advantage being to the *Xarifa*, who had the weathervane. After rounding the land off Curl Curl, the wind suddenly shifted to the south, and blew very hard. The *Xarifa* was then nearing the North Head, with the *Peri* half a mile astern, the latter appearing to have carried away some portion of her gaff-topsail gear, as the sail was blowing adrift for some time. As the gale increased, both yachts reefed and stood to the eastward for the purpose of gaining sufficient offing to fetch it. When about three miles east of the Heads the *Peri* was seen to bear up, and run before the gale under a balanced reef mainsail. The *Xarifa* had a hard time of it to get in, as a heavy sea was fast rising, and the wind blowing in heavy squalls. She, however, succeeded, and ran into Middle Harbour, where she got all snug, and then came up the harbour, reached the flagship at 5h. 28m. p.m., and thus winning the cup. The twenty guinea cup, for second class yachts, was won by the *Why Not*, of only 8 tons. Of the three other yachts engaged in the race (the *Ida*, 9 tons; the *Australian*, 5; and the *Gitana*, 7), two took shelter from the squall in Spring Cove, and one in Middle Harbour. The winner arrived at the flagship close reefed. The Gentleman Amateurs’ Scullers Race, for a gold medal, was won by Mr. R. Younger, beating Messrs. A. Crook, Q. Deloitte, W. Dind, jun., and F. Miller. The Champion Scullers Prize, a gold medal, value twenty guineas, created no interest whatever, as the only entry was Dick Green, who pulled over the course, and was awarded the trophy. Seven boats started for the Sailing Race, for all skiffs not exceeding 22 feet over all; but only one boat, the *Rebecca*, came in, the others being either capsized in the squall, or becoming so disabled as to be unable to complete the distance. Several other races were in the programme, but it was found impossible to proceed with them from the reasons above stated.—*Bell's Life in Victoria*.

Editor's Locker.

VALUE AND TONNAGE OF YACHTS.

Dublin, March 31st, 1864.

SIR.—I beg herewith to enclose the little analysis I mentioned in my former note. I do not know if this has been put before the yachting world in this shape; if not you are quite welcome to place it before the readers of your Magazine, or subscribers to your List, should you think it worth notice. The amount of tonnage, value, &c., quite amazed me when I had my calculations wound up.

Yours truly,

J. McGUIRE.

To the Editor H.Y.M.

Analysis showing number of yachts, their tonnage, value, and number of hands employed, in Great Britain and Ireland in the year 1863:—

	No.		Tons.
No. of cutters, yawls, &c.	587	represents	16,226
No. of schooners and sloops, &c.....	234	ditto	23,305
	<hr/>		<hr/>
Total.....	821		39,531

Estimating the value of the tonnage at £20 per ton, equal to £790,620.

Estimating the number of hands at 1 to 10 tons, equal to 3,953 hands.

N.B.—This analysis does not include yachts that may not belong to Royal or other Yacht Clubs, but only those represented in "Hunt's Numerical List."

STOWING YACHTS PUNTS.

Dublin, March 4th, 1864.

SIR.—It is an old complaint of the owners of small yachts, even up to 20 tons, the difficulty of stowing away a punt of useful dimensions when going on a cruise. This to a certain extent has been met by the introduction of punts built in two pieces fore and aft from stem to stern, but I believe there are very few of them, as the fore and aft partition is found to be greatly in the way of those sitting in the punt, I would suggest the building of punts of iron, or what is better of steel, and have them in two lengths, with a water-tight end to each, lock the two parts together at keel and gunwales by clamps and keys, and you have a complete boat without any internal obstruction, as it is easy to plan the boat so that the bulkhead of the aft end may be placed close to the fore side of the thwart, and of course the bulkhead in the end of the bow piece will lie against it, and form as it were a stretcher to the bow oar. I need not enter into further particulars of this kind. Such a punt would, in fact be equal to two punts on an emergency, and although a boat built of iron or steel would cost in the first instance more than one built of wood, yet in the long run the former would be the cheapest from the durability of the material,—and for stowage, one end would fit easily in the cockpit, and the other on deck for the punt might be so constructed and divided that, by removing a thwart,

one end might be made to fit into the other, and of course the stowage would be more easily managed.

Trusting that this hurried suggestion may be deemed worthy of a place in your excellent journal, and also of the attention of your readers.

I am, Sir yours, &c.

ISAAC WILLIAMS.

To the Editor H.Y.M.

CLASSIFICATION OF YACHTS.

MR. EDITOR.—Last year shifting ballast was prohibited at all our regattas, and I am sure every true yachtsman must have rejoiced at it, as the use of shot bags was rapidly introducing a style of vessel worthless for anything but winning cups. For example, Blue Ribbon's yacht, which he acknowledges is not safe to go to sea in, without having a cargo of shifting ballast on board. Just fancy what a mess his cabin must be in, when making one of his fast passages; and the luxury he must enjoy in eating his dinner among the ballast, and then taking his rest with his shot bags piled around him. All I can say is *chacun a son gout*. The next thing I think we ought to apply our ingenuities to is to devise some means to prevent yacht owners (should any exist capable of such conduct) clandestinely using shifting ballast, to the prejudice of gentlemen who would be above infringing the rules they were sailing under, but who, nevertheless, must submit to have their yachts overhauled, in order to enable regatta committees to search suspicious craft.

There was another change introduced into the sailing regulations of some of our regattas last year, which I do not think was for the better. It was that of classing yawls with schooners. Now, I object to this innovation, on the grounds that no schooner is able to compete with cutters, either on a wind or running, and I think that a yawl is fully equal to a cutter when the former has to take in her mizen and the latter to haul down reefs, or, in other words, in strong winds, which we have occasionally at our regattas; and in any weather I consider a yawl to be superior to a schooner when either close hauled or running, which I think the last Kingstown Regatta proved, where the Snipe, a 39-ton yawl, led the Circe, a first-class racing schooner, of 128 tons round the course, and, notwithstanding the disparity of size, came in first, but in consequence of the schooner race having been started late in the day, and the weather being light, she did not arrive at the flagship in time to entitle her to receive the prize, and the Circe prudently refused to sail against her on the following day.

This circumstance suggests to me to say that I think it would be a better arrangement to start the schooners immediately after the cutters, in order that they may have a fair chance of getting round the course in time to enter them to receive the prize, unless it be the object of the committee to pay the money for a future occasion.

Yours, &c., BLUN WATER.

MR. EDITOR.—In my last letter I promised that it should close the discussion so far as I am concerned, upon the subject of shifting ballast, to which I shall adhere, first because I think it has been worked "*ad nauseam*;" and, secondly, because I trust the question is now finally settled at the principal regattas, to the discomfiture of shot bags and their adherents. Having, however, a touch of the "*cacoethes scribendi*," upon me, I shall, with your kind permission, occasionally say a few words on other subjects interesting to yachtmens, and as your correspondent; "Bluewater," has started one particularly so, I venture to say my little say upon it, especially as at this time of year yacht club committees are arranging their programmes for the next season. "Bluewater" objects to what he calls an innovation of last year, the classing yawls with schooners in racing, and asserts that "no schooner is able to compete with cutters, and that yawls are fully equal to cutters in strong winds, and superior to schooners when either close-hauled or running;" a fact which he attempts to prove by the case of the Snipe, 39 tons, being able to lead the Circe, 127, at Kingstown last year.

I have taken a good deal of pains with yacht club committees, and by letters on the subject, to recommend this classification, and to induce club committees to admit yawls and other two-masted vessels to race with schooners, and would, therefore, be very sorry to let his objection and illustration pass without comment, as I consider that classing yawls with cutters is equivalent to excluding them from competition altogether, and, though I do believe the rig is a superior one both for speed and handiness in cruising, I deny altogether that it has ever yet been proved to be so much so for racing purposes as to make it unfair to let them compete for a prize offered for two-masted vessels.

The Mersey Yacht Club (always the first in any improvement) has for the last three years adopted this classification, and opened their £100 prize to yawls, an example followed last year by the Royal Irish, but unluckily so far without producing a race in which the competitors were so matched in size and power as to make it any guide as to the merits of the rig. In 1861 the Cecilia, 28 tons, was the only yawl which entered for the prize at the Royal Mersey, and, though a first rate little craft, she was quite overpowered in the severe weather by the Diadem, 118, and Amy, 69, and soon bore up. In 1862 no yawl put in an appearance, and last year the Cecilia was disabled the first day, so that the Snipe alone came to the post to contend in half a gale of wind with the Circe, 127, and others. It is not an easy matter to get away in the rapid tideway of the Mersey, and from the Circe's great length, she canted slowly, and the Snipe was well away near a quarter of a mile and going a cracker when the Circe started; she soon picked her up, however, as did the Madcap schooner, and, though the Snipe sailed well, being a t craft, and with a cutter's boom and mainsail, a bad one to encounter, she had no chance, and soon carried away her bowsprit, and bore up, and of course, the trial was over.

At Kingstown the day was excessively paltry, and while there was a wind a dead turn to windward, when, of course, if the yawl had any chance

she would make play ; but the *Circe* nailed her in the reach, and the wind became so light that any trial was out of the question, and the yachts did not reach the harbour, never having been round the course for the second time, until very late. I think, therefore, I may say fairly that the question is still an open one, especially as in the only other trial I remember, viz., the Emperor's Cup, from Cowes to Cherbourg, in 1858, though a yawl, the *Ursuline*, 112 tons, won, every one considered it a fluke, and she only got the cup by extra allowance of time, four schooners and a cutter being before her, the *Alarm* 41 minutes, *i.e.* some seven or eight miles out of 68, and the *Claymore*, 130, not much over her own size, nearly 17 minutes.

Personally I am a great admirer of the yawl rig; and think it far superior for handiness in cruising to the fore and aft schooners which are now in vogue, and whose fore sheets give more trouble and take more hands than those who have not studied the question wot of, and this opinion is shared by some of the most practical yachtsmen of the day, who go about in the *Dream*, *Amazon*, *Water Lily*, &c. But I do not think the question of *speed* is at all settled; and it is a pity in these days of advance and improvement for yacht clubs and yachtsmen to be afraid of "innovation," and to confine themselves to the beaten track of old names and fashions in rig. And in their prize sheets all that seems known at present is that *cæteris paribus* for mere *speed* vessels which have only one mast are superior to those with more, and I would therefore suggest that this distinction should be the basis on which prize lists be settled; and thus sloops, cutters, mudians, and any other rig showing canvas by the aid of one mast only would contend together in classes according to size and power, while schooners, yawls, luggers, &c., classed in the same way would form the second division, and this would encourage ingenuity and new modes of displaying sail.

Mr. Dempster has lately invented a new method of rigging fishing vessels; Mr. Cunningham, a great improvement on the topsails of large ships; why should yachtsmen stand still until another America arrives to freshen their way. I should like to see this experiment with a fair classification as to size; and such vessels as the *Julia* (if still a yawl,) *Pearl*, *Ursuline*, *Water Lily*, new *Bacchante*, and *New Moon* (lugger) trying their speed with the *Circe*, *Galatea*, *Shark*, *Albertine*, and *Gloriana*, while the *Snipe*, *Cecilia*, and *Panther* (lugger) have it out with the *Violet*, *Ierne*, *Rowena*, and *Fiery Cross*, and would suggest to the Royal Mersey to divide their prize in this way, as in the Royal Thames, or give an additional prize for second-class vessels thus rigged; and if the Royal St. George will do the same the battles could be fought over again on the very different course of Dublin Bay, when the result of them would be some guide for the future as to the vexed point of time for tonnage, especially if the schooner (so called) matches were sailed on the first day, and the winners admitted to contend with the cutter runners on the second at an allowance of, say, a quarter their tonnage.

I had intended adding a few remarks on time for tonnage, but have already taken up too much of your space, and will conclude, merely saying, is a comment on the inuendo of "*Bluewater*," that the schooners were

started late at the last regatta in Dublin Bay for the purpose of enabling "the committee to keep the money for a future occasion," that we do not do such things on this side the Channel; and that although not a member of the club which managed the regatta, I heard at the time and believe the committee were willing and offered to have the race re-sailed on the third day, but the owners of two out of the three vessels entered refused to start.

Yours, &c.,

RED WITH WHITE MALTESE CROSS.

P.S.—I entirely forgot to add to my last letter, as a reply to "Seaweed's" suggestion to me to help to get up an ocean race from Liverpool to Dublin, that I should have been happy to do so, but the programme of the Royal Mersey renders it unnecessary, as they have themselves offered two prizes for such a match.

MR. EDITOR,—Allow me to add my protest to that of "Bluewater," against the practice, among sailing committees, of classing schooners with yawls for racing purposes, which, by the way, your correspondent is in error in calling a recent innovation, as the regulation has been in existence for some years. I have long seen the injustice of it, and been tempted to address you on the subject; but I need add nothing to the remarks of "Bluewater," except that my own experience of nearly twenty years as a yacht owner, during which time I have sailed yawl, schooner, and cutters, fully bears out his opinion. Why should a smart yawl, if a little inferior to the cutters, be "lumped" with the schooners? Why not rate them between the two? I remember in the "Royal Northern," when fore and aft schooners were rated at one quarter less their tonnage with the cutters, there was another rating for square topsail schooners, and I can see no objection (except from the owners, perhaps) to yawls being separately classed.

There is another grievance I should like to name before I conclude, and that is, that in the "ocean matches" this season no time is allowed. I grant it is a difficult question to decide what that allowance should be in a long course, and, perhaps handicapping would be the most satisfactory plan, but what chance has an 80 or 100 ton schooner with such vessels as the Alarm or Aline, even in moderate weather, if sailing on an equality with them? A lesser evil, though it is one, nevertheless, is the plan adopted at some regattas (at the "Royal Irish" last year for instance), of rating a schooner as only 100 tons however much she may be in excess of it. The programme of the R.T.Y.C. is much fairer in making two classes for schooners, those above and those under 100 tons, and I cannot but think we should see better sport and fuller entries at regattas if more attention was paid to the classing of yachts, now that there is so much more variety in the size of racing yachts than formerly.

Yours, &c.,

BRACON.

THE OPENING CRUISE.

Trim, trim the yacht with bunting gay,
 To hail once more the opening day!
 Let Royal Ensigns proudly wave,
 And shew your noble Queen who gave
 The right to raise them, you can fill
 The seaman's noble part, with skill;
 May every yachtsman's heart be gay,
 On this auspicious opening day.

'Tis now the pleasant month of May,
 Again it is the opening day;
 As on ye cruise, may favouring gales
 Extend the graceful bending sails;
 Around the yacht may fair winds play
 As o'er the sea she walks her way:
 May every yachtsman's heart be gay,
 On this auspicious opening day.

Ye Yachtsmen now, get under way,
 It is again the opening day!
 May fortune on each yacht attend,
 And safe from every ill defend;
 When riding o'er the ocean's swell,
 Our wish shall be—God save them well!
 May every yachtsman's heart be gay,
 On this auspicious opening day.

MEMORANDA OF YACHT CLUB MEETINGS.

Royal Victoria Yacht Club.—At a late meeting of this club, the following programme was agreed to:—

Monday, Aug. 8.—General meeting at 1 p.m.

Tuesday, Aug. 9.—A piece of plate, value £100, will be given by the tradesmen of Ryde, open to all vessels belonging to the R.V.Y.C.

Wednesday, Aug. 10.—Yachts to sail in two divisions under the flag officers. Annual dinner.

Thursday, Aug. 11.—A cup given by the ladies of Ryde, exceeding £50 in value, with £75 added, open to all vessels belonging to the R.V.Y.C.

Friday, Aug. 12.—A prize of £50 open to schooners belonging to any Royal Yacht Club. Time race. No restrictions in this and the next race as to ballast, crew, or canvas—A prize of £50 open to all cutters belonging to any Royal Yacht Club. Time race. Ball in the evening.

Saturday, Aug. 13.—Boat races and other aquatic sports.

Tuesday, Aug. 16.—The Commodore's Cup. A prize value £100 will be given by C. Thellusson, Esq., open to all vessels belonging to the R.V.Y.C. to be sailed for from Ryde to Torquay.

Tuesday, Aug. 23.—Three prizes, given by Thomas Broadwood, Esq., open to all yachts belonging to the R.V.Y.C., to be sailed for from Torquay, round

the Eddystone lighthouse, to Plymouth. A silver soup tureen, value £60, for schooners. An ornamental piece of plate, value £40, for cutters. A piece of plate, value £15, for vessels under 40 tons.

Tuesday, Sept. 1.—A prize, value £50, will be given by some of the members of the R.V.Y.C. for all schooners belonging to the R.V.Y.C., to be sailed from Dartmouth to Ryde pier.—A prize, value £50, will be given by some of the members of the R.V.Y.C., for all cutters belonging to the R.V.Y.C., to be sailed for from Dartmouth to Ryde pier.

An entrance fee of £2 to be paid by all yachts of more than 75 tons, under that tonnage, £1. These entrance fees will not be returned, but will be carried to the regatta fund. These arrangements are subject to any alteration the sailing committee may think fit to make.

Royal London Yacht Club.—At the meeting on the 18th of April, the following programme was adopted:—

Opening Trip.—Saturday, May 7.—Rendezvous for yachts off Erith. To sail thence in company to Gravesend at three o'clock precisely. The Commodore will hoist a blue peter as a signal to start.

First Match.—Monday, May 30.—First class yachts, exceeding 25 tons, C.M., two prizes, value 60 guineas and £10. Half minute time per ton allowed for difference of tonnage. Course—from above Gravesend round the Mouse Light and back to Gravesend. The entries for the above match close on Wednesday, May 25, at ten o'clock p.m., when the stations of the yachts will be drawn for. Yachts requiring to be measured for this match will have to be at Gravesend on Saturday, May 28, for that purpose.

Second Match.—Tuesday, June 14.—Second class yachts, exceeding 10 tons and not exceeding 25 tons, C.M., two prizes, value 30 guineas and £10. Half minute time per ton allowed for difference of tonnage. Course—from Erith round the Nore Light and back to Erith.—Third class yachts, not exceeding 10 tons, C.M., two prizes, value 20 guineas and £5. One minute time per ton allowed for difference of tonnage. Yachts to start from and weigh their own anchors. Course—from Erith to Chapman Head and back to Erith. The entries for the above matches close on Wednesday, June 8, at 10 o'clock p.m., when the stations of the yachts will be drawn for. Yachts requiring to be measured for this match will have to be at Erith on Monday, June 13, for that purpose. The entrance fee of 1s. per ton will be returned on the vessel competing for the prize.

YACHT CLUB REGATTAS AND MATCHES.

- May 2—Temple Yacht Club.—Match.
 30—Royal London.—First class to Nore and back.
 31—Royal Thames.—First and third from Gravesend to Mouse and back.
 June 4—Royal Thames.—Ocean match to Harwich.
 9—Norfolk and Suffolk at Cantley.
 14—Royal London.—Second and third class to Nore and back.
 15—Royal Thames.—Second and third Gravesend to Nore and back.
 15—Ranelagh.—Sailing match.
 16—Royal Thames.—Schooners, Gravesend to Mouse and back.
 21—Royal Western of Ireland.
 27—Temple.—Second match.
 30—Royal Mersey.—(Two days) regatta.

All Communications to be addressed 6, New Church Street, N.W., Lond

HUNT & Co., Printers, 6, New Church Street, Edgware Road N.W., London.

HUNT'S YACHTING MAGAZINE.

JUNE, 1864.

YACHTS AND YACHTING.*

BEING A DESCRIPTION OF THE BUILDING, MASTING, RIGGING, SAILING, AND
GENERAL MANAGEMENT OF YACHTS.

CHAPTER XXXIV.

ALTHOUGH science may teach us that many of the weather prognostics so fully relied upon in olden times, are utterly fallacious and not to be depended upon, yet still to look upon them from another point of view, their utility cannot be denied; granted that the moon has not the influence popularly attributed to her in effecting atmospheric changes, and that in many instances the results anticipated at certain seasons, or from peculiar appearances, are not realized; granted also that certain phenomena of the clouds, the water, movements of sea-fowl, fish, &c., cannot be depended upon as unerring guides to the knowledge of coming weather; admitted likewise that many of the "saws" of our forefathers are like nursery rhymes, fitter to amuse children than find a place in the intellect of manhood; yet if we regard them as warnings to arouse attention, as the hands on Nature's dial pointing out to us the necessity of being careful; as the monitors to study the more unerring indicators that the discoveries of science has furnished us with, surely then these old time experiences of crude and unlettered minds are not without

* Continued from page 169.

their uses. I confess that although fully impressed with the immense benefits conferred by science in enabling navigators to measure weather as it were in a delicately poised balance, yet I have a very great respect for the old world signs and tokens, the curt and pithy (*query* pitchy) sayings of our ancient mariners, and based as many of them are upon the observation of natural phenomena, consider them well worthy of attention and study; they may be looked upon as it were the "writing on the wall," that will appeal to us most forcibly from their very simplicity, and from their prominence give us timely notice, at moments when from indifference or carelessness the more certain admonitions of the barometer, sympiesometer, or aneroid might be overlooked, if even thought of.

In addition to the indicators I mentioned in my last chapter, there are some others that have occurred to memory since writing it, that may prove useful. Land looming very high and clear on the eastern horizon, standing as it were out of the water, houses and trees thereon appearing very distinct, and sometimes with a clear glassy patch beneath, that looks like neither air, earth, or water, but gives them the appearance of floating in the sky, betokens fresh easterly and north-east winds in summer, very often increasing to gales and sometimes with rain, have more generally fine hardy weather; in winter strong and very cold gales may be anticipated, accompanied by sleet and snow showers.

The Aurora Borealis as an electro-magnetic phenomenon is looked upon by many as a precursor to a continuance of bad and stormy weather; this may originate from its often being erroneously confounded with the sheet or blaze lightning that frequently occurs in our latitudes in the summer time, and particularly when the horizon is shrouded with heavy black clouds, following which wet and stormy weather has prevailed. The Aurora is not often seen with us in summer, the spring and autumn are the seasons during which it prevails, and generally after a succession of dry and fine weather; the "Northern Morning," as its name implies, may be therefore looked upon as rather indicating a continuance of fine weather; whereas the sheet lightning, that perchance has been mistaken for it, very frequently precedes sultry weather, to be followed by squally winds and rain showers.

Professor McGauley in his lectures on Natural Philosophy refers to the magnetic effects of electricity upon needles of steel; in some

instances demagnetizing them, or reversing their poles ; and also that the mariner's compass has been affected by the Aurora Borealis ; it is therefore a useful precaution after experiencing weather during which any great electrical disturbance has taken place in the atmosphere, or after the occurrence of an Aurora, to test a yacht's compass. It is almost needless to suggest to Yachtsmen the necessity of having more than one mariner's compass on board, although I have known instances where most culpable neglect has been displayed under this head. In fact it will scarcely be credited that I have known instances of small yachts making Channel passages without such a thing as a compass being thought of by their sapient masters, who disclaimed the necessity of such a guide at all. There should always be a standard compass kept below, in such a place and position as to preserve it from all injurious influences ; and the compass in the binnacle on deck should from time to time be compared with it in order to test its accuracy ; a good tell-tale compass should likewise be suspended in the sailing-master's berth, in order that at night time, when not required on deck during a passage, he may be enabled to see that the proper course is being kept by the helmsman.

There are few yachtsmen now who do not adopt the precaution of having a similar instrument in their own berths, in fact the standard compass referred to is so arranged as to discharge this duty, and thus a double check is preserved upon the man at the helm. There are but few yachtsmen who have not witnessed that extraordinary and beautiful phenomenon—the phosphorescence of the sea ; this wonderful appearance of the water at night almost always indicates a run of fine weather, with strong sunshine and light breezes, very often calms ! nothing can exceed the magnificent appearance of the ocean upon such occasions, its depths, and the movements of the denizens thereof, being revealed by this bright mysterious looking light, now flashing in broad sheets of many coloured flame, anon fitting fitfully in pale and quivering streaks, to be succeeded by moments when by contrast the water appears of an inky blackness : should a shoal of herrings be encountered the scene presented almost baffles description ; myriads of these fish can be seen darting in all directions like arrows of living fire, leaving vivid tracks behind them, like meteors shooting through the sky, whilst ever and again a rush of sparkling flame encompassing more massive bodies denote the passage of some voracious “dolphin”, (common dolphin).

"bottle nose," or porpoise in pursuit of the flying herrings. On ordinary occasions this peculiar irradiance of the sea is caused by myriads of animalculæ, floating near or upon the surface, which the slightest irritation of the water causes to shine forth in most brilliant scintillations. The *acalephæ* order of the class *Radiata*, comprising the "sea blubber" or "jelly-fish family;" amongst these the beautiful medusæ, the fairy like little beroë, *mammariæ scintillans*, and their almost invisible fry, are the principal agents in this marine illumination; numberless infusoria, crustacea, mollusca, polypus, and annelids contribute their shining powers; and amongst the *Ascidians* those called the *pyrosomæ* are remarkable for their brilliant phosphoric luminosity. Herr Von Bibra in his narrative of a "*Voyage to Chili*," states that by the aid of the phosphorescent light emitted by eight of these *pyrosomæ* he was enabled to read in a perfectly dark cabin; some idea may be formed from this of what an effect countless millions of such creatures must have floating about on a midnight sea.

It is considered by naturalists who have investigated the subject, that special organs possessed by some of those minute animalculæ, and in others this power spread over their bodies, enable them to display those phosphorescent qualities. In the generality of cases however it is in the external slimy coating of their bodies that this power of shining exists, this coating when thrown off, containing as it does a quantity of cast off cuticles, retains the faculty of gleaming after leaving the little bodies, and even after the death of these animals; so that in addition to the individual powers of illumination possessed by the living animal, their tracks in the water are marked by shining matter undergoing chemical decomposition. I enter into those particulars inasmuch as an opinion is advanced by many that this phosphorescence of the sea is attributable to a magnetic or electric quality of the water, whereas there is abundant grounds for believing that it is exclusively connected with living or dead organic matter: as a proof of this—if phosphorescent water be filtered carefully it will be found to lose the property of shining completely, but if the animals or matter that constitute the residuum in the filter be stirred up the illuminating power will be found still to exist in them. Further should a glass vessel be filled with water containing a quantity of *mammariæ*, points of light corresponding with the position of their bodies will be seen floating about when the glass is shaken, and the brilliancy of the light produced will vary in pro-

portion to the number of mammariæ contained in the water. There is no doubt that the larger marine animals possess the power of glistening and sparkling at night, under it must be supposed certain temperature of water; the parasites which are well known to infest the larger species of fish may have much to do in assisting this power and rendering it more brilliant; they may likewise in swallowing the animalculæ unconsciously add internal aid to this brilliancy; to produce the powerful light seen in the sea during the passage of a shoal of herrings, and which I have before alluded to, this quality of the larger fish assists that of the more minute order, not only in disturbing, and developing their phosphorescence but by adding their own to the nocturnal display; the depth of sea that becomes visible during the gambols of such shoals upon a dark night is truly astonishing.

Another faithful prognosticator of weather is the porpoise; whenever these creatures are seen either individually or in a shoal pursuing their strange undulatory, half bounding course, close along shore, or venturing into harbours, and up rivers, stormy weather may be safely regarded as at hand, no matter what appearances there be to the contrary; their appearance in the open sea is not unfrequently attended by similar consequences, although not so certain as when they betake themselves to shallow water.

The appearance of vast shoals of the larger class of the *Acalephæ*, the disked, ribbed and tubed jelly-fish or medusæ; the giant relatives of the pretty little beroë, mammaria scintillans, &c., foretel gentle breezes and fine summer weather, with nights of phosphorescent splendour; these wonderfully formed and beautiful creatures are well worthy the investigation of yachtsmen; and although of all denizens of the ocean they seem to be almost useless to man, yet the part they fill in the economy of nature is of vast, though indirect importance to him; these masses of strange watery looking blubber have been ignorantly supposed to possess the qualities of excellent manure, and immense quantities have been carted from the shore by farmers under the supposition of enriching their lands; and even at the present day on some parts of our coasts the belief is adhered to; it would however take many ship-loads of them to realize a cart-load of fertilizing matter. Their use is of a different though no less important nature; they furnish a luxurious feast to the whale; the basking shark, or bastard sun-fish, and other oil producing inhabit-

ants of the great deep ; they likewise provide ample store of food for myriads of crustacea and molluscs, that in due course furnish fattening and dainty meals to the countless shoals of herrings, mackerel, and other fish that abound upon our coasts, so that it will be seen they are not altogether those useless freaks of nature ; that many are disposed from want of investigation to designate them.

The play of shoals of herring and mackerel upon the surface of the sea which may be witnessed on fine sunny days, is an indication of a continuance of fine and calm weather ; sometimes when the fish are not leaping the presence of a shoal may be discovered by the peculiar glassy or oily appearance of the water immediately over them ; and this calm and perfectly smooth patch moving along amidst the gentle ripple caused by a light breeze, betrays their movements to a wary fisherman as surely as the scent of a fox marks his path for the hounds. This oily or slimy exudation of fish moving in dense masses must doubtless contribute largely to the phosphorescence of the sea.

I have heard some quaint old sayings, half rhyme, half prose, and three quarters reason, amongst venerable mariners, and ancient and fish like men of the sea, not only as regards weather tokens ; but also the indications of the barometer, some few of which I have from time to time jotted down, and here insert *valeat quantum, valere potest*.

WEATHER.

" When the ' sea hog ' jumps,
Look out for your pumps !

" Mare's tails
Leave scanty sails !

" A rain-bow in the morning
It is a sailor's warning ;
But a rain-bow at night
It is a sailor's delight !

" Red in the East I like the least,
Red in the West I like the best !

" When the rain comes before the wind,
'Tis time to take your tau-sails in ;
But when the wind comes before the rain,
Then hoist your tau-sails up again !"

" With a mackerel sky,
Let your light duck fly,
But with the mare's talls,
Close reef your sails."

• *ie.* Porpoise.

"When the mist takes to the open sea,
Fair weather, shipmate it will be ;
But when the mist rolls o'er the land,
The rain comes pouring off the sand."

"Of a 'wind-dog' to windward beware,
For a sure weather breeder prepare."

"When the clouds spread like a feather,
Mariner look for fair good weather."

"North—stormy, stormy and bold,
East—steady—frost and cold ;
South—rain—with troubled sea,
West—squalls, and "helm's a-lee !"

"When the lofty hill the mist doth bear,
Let the mariner then for storms prepare."

THE BAROMETER.

"When the glass falls low,
Prepare for a blow;
When the glass rises high,
Let the light duck fly."

"Barometer high—heave short and away,
Barometer low—let your 'mudhook'† stay ;
Barometer shifting—reef tackles prepare,
Barometer steady—set sails without fear."

"At sea with a low and falling glass,
The green hand sleeps like a careless ass ;
But only when it is high and rising,
Will slumber trouble a careful wise one."

"Lead, log, look-out, and be steady,
Keep an eye on the glass, and for changes be ready !"

"Though the weather be fine, and the breeze blow fair,
Sudden changes oft come to pass ;
Let not security lull prudent care,
But watch well the range of the glass !"

"When rise begins, after low,
Squalls expect, and a clear blow."

"First rise, after low,
Indicates a stronger blow."

"Long foretold, long last ;
Short warning—soon past."

* An appearance like the butt end of a rainbow.

† Anglió—the Anchor.

"The hollow winds begin to blow,
The clouds look black, the glass is low ;
Last night the sun went pale to bed,
The moon in halo's hid her head
Look out my lads ! a wicked gale,
With heavy rain, will soon assail !"

In addition to the weather signs I have mentioned in my previous chapter, many collected from personal observation, and others from those whose experience enabled them to form correct views ; and as I think everything bearing upon a subject of such importance to yachtsmen, should be collected together as quick as possible, I here introduce some observations made by Admiral Fitzroy, a high authority on such matters, on the more marked signs, considered by him to be useful.

"Whether clear or cloudy, a rosy sky at sunset presages fine weather ; a red sky in the morning bad weather, or much wind—if not rain ; a grey sky in the morning fine weather ; a high dawn, wind ; a low dawn, fair weather.

"Soft-looking or delicate clouds foretell fine weather, with moderate or light breezes ; hard edged oily-looking clouds, wind. A dark gloomy blue sky is windy ; but a light, bright blue sky indicates fine weather.

"Generally the *softer* clouds look the less wind, but perhaps the more rain may be expected ;—and the harder, and more "greasy," rolled, tufted, or ragged, the stronger the coming wind will prove.

"Also, a bright yellow sky at sunset presages wind ; a pale yellow, wet ; and thus by the prevalence of red, yellow, or grey tints, the coming weather may be foretold very nearly ; indeed, if aided by instruments, almost exactly. Indications of weather, afforded by colours, seem to deserve more critical study than has been often given to the subject. Why a rosy hue at sunset, or a grey neutral tint at that time, should presage the reverse of their indications at sunrise ; why bright yellow should foretell wind at either time, and pale yellow, wet ; why clouds seems soft like water colour, or hard edged, like oil paint, or Indian ink on an oily plate ; and why such appearances are infallible signs—are yet to be shown satisfactorily to practical men.

"Small inky-looking clouds foretell rain ; a light scud, driving across heavy clouds, presage wind and rain ; but if alone, wind only.

High upper clouds crossing the sun, moon, or stars in a direction different from that of the lower clouds, or wind then blowing, foretell a change of wind: beyond tropical latitudes, in the trade winds of the tropics there is usually a counter current of air, with light clouds, which does not indicate any approaching change. In middle latitudes such upper currents are not so evident, except before a change of weather.

"After fine clear weather the first signs of change in the sky are usually small, curly, streaked, or spotted clouds, followed by an overcasting of vapour, that grows into cloudiness. This murky appearance, more or less oily or watery, as wind or rain will most prevail, is a sure sign. The higher and more distant the clouds seem to be, the more gradual, but extensive, the coming change of weather will prove.

"Generally speaking, natural, quiet, delicate tints or colours, with soft undefined forms of clouds, foretell fine weather; but gaudy, or unusual lines, with hard definite outlines, presage rain and wind.

"Misty clouds, forming or hanging on heights, show wind and rain coming, if they remain or descend; if they rise or disperse, the weather will improve or become fine.

"When sea-birds fly out early, and far to seaward, moderate winds and fair weather may be anticipated. When they hang about the land, or over it, sometimes flying inland, stormy weather and strong winds may be expected. As many creatures, besides birds, are affected by the approach of rain or wind, such indications should not be slighted by the observer of weather.

"There are other signs of a coming change in the weather, known less generally than may be desirable, and, therefore, worthy of notice—viz., when birds of long flight, such as swallows and others, hang about home and fly low, rain or wind may be expected; also when animals seek sheltered places, instead of spreading out over their usual range; when pigs carry straw to their sties; and when smoke from chimnies does not ascend readily, that is, straight up wards, as during a calm, an unfavourable change may be looked for.

"Dew is an indication of fine weather; so is fog.* Neither of these two formations occur under an overcast sky, or when there is

* Not always.—P. D.

much wind. One sees the fog occasionally rolled away, as it were, by wind—but not formed while it is blowing.

“When the rain comes before the wind,
Look out, and well your topsails mind;
But when the wind comes before the rain,
Then hoist your topsails up again.”

NOTE.—I must beg here very respectfully to dissent from the gallant Admiral's observation with regard to fog not being formed during much wind, inasmuch as I have on more than one occasion witnessed a very respectable fog get up, with a good steady average breeze blowing, and with dark clouds on the horizon previously.

“Remarkable clearness of atmosphere near the horizon; distant objects, such as hills, unusually visible; or raised by refraction; and what is called “a good hearing day” may be mentioned among signs of wet, if not wind, to be expected. More than usual twinkling of the stars, indistinctness or apparent multiplications of the moon's horns, halo's “wind-dogs,” and the rainbow, are more or less significant of increasing wind, if not of approaching rain.

“Near land, in sheltered harbours, in vallies, or over low ground, there is usually a marked diminution of wind during part of the night, and a dispersion of clouds. At such times an eye on an overlooking height may see an extended body of vapour below, which the cooling of night has rendered visible.”

Admiral Fitzroy makes some observations relative to squalls and hurricanes, which may be found useful to yachtsmen extending their cruises to other parts of the world.

“Generally, squalls are preceded, accompanied, or followed by clouds, but the very dangerous ‘white squall’ of the West Indies, and other regions, is indicated only by a rushing sound, and by white wave crests. ‘Descending squalls,’ or, as old sailors and whalers call them, ‘williwaws,’ come slanting downwards, off high land, or from upper regions of the atmosphere. They are very dangerous, being often violently strong.”

NOTE.—I would remark here that when a yachtsman finds himself in squally regions, or in the vicinity of high lands, where squalls may be anticipated, it is the most prudent plan at once to reduce canvas, but still to keep the vessel under good steerage way, stationing steady hands by the halyards, so that when the vessel is struck

heavily, everything may be let go by the run. It is a great mistake not to keep good way upon a vessel, for should she be struck when lying without motion in the water, the chances strongly preponderate that she may be dismayed.

"A squall-cloud that can be seen through, or under, is not likely to bring, or be accompanied by, so much wind as a dark continued cloud extending beyond the horizon. The comparative hardness or softness of these clouds, as foretelling more or less wind or rain, must not be overlooked.

"The expressions 'hardening up,' or 'softening,' or looking 'greasy,' are familiar to seamen; and such very sure indications are the appearances so designated, they can hardly be mistaken.

"The rapid or slow rise of a squall-cloud—its more or less disturbed look—that is, whether its body is much agitated, and changing form continually, with broken clouds or scud flying about—or whether the mass of cloud is shapeless and nearly quiet, though floating onwards across the sky, foretells more or less wind accordingly. An officer of the watch, with a good eye for clouds and signs of changing weather, may save his men a great deal of unnecessary exposure, as well as work, besides economising sails, spars, and rigging."

To these practical observations Admiral Fitzroy has added a very concise but sure rule for avoiding the centre or strongest part of a hurricane, cyclone, typhoon, or circling storm:—

"With *your face towards the wind*, in *north latitude*, the *centre* of the circling, or rotatory storm, will be *square to your right*; in *south latitude*, square to *your left*.

"The apparent veering of the wind and the *approach* or *retreat* of the dangerous centre, *depend* on your *position* in the circular whirl or sweep.

"Draw a circle—mark the direction of the rotation or circulation by an arrow, with the *bend towards the left hand* (or *against* the movement of a watch's hands) in *north latitude*; but *towards the right* (or *with* the movements of the hands of a watch) if in *south latitude*. The *direction* of the wind, and the *bearing* of the *centre*, show your position in the meteor; for such it is, though perhaps hundreds of miles in diameter; and the veering of the wind, or the contrary, and its change of strength, will show how the meteor is moving bodily, over a region of the world, like a huge solid wheel

revolving on its side, or inclined at a certain angle with the horizontal plane.

"If the observer be stationary, in north latitude, and the centre pass on his *polar* side, he will experience a change of wind from *southward* by the *west* towards *north*; but if it pass between him and the equator, the change will be from *southward* by the *east* towards *north*; the contrary will be the case if in *south* latitude, as his place in circles sketched will show more clearly than words. The roughest sketch, or diagram, indicating the various directions of wind, and the course of the meteor's centre, will show more plainly than descriptions, which must necessarily vary with each case, and are tedious."

As many of our yachtsmen now extend their voyages to all parts of the world, a few remarks extracted from Mr. W. R. Birt's "Law of Storms," may not be out of place, in addition to Admiral Fitzroy's:—

"The rotation of the air around the axis of the cyclone producing the hurricane wind is *always* contrary to, or against, the apparent course of the sun, and as the apparent course of the sun is reversed in the opposite hemispheres, so the rotation of the air in the cyclone is in opposite directions on either side of the equator. A very simple rule is deducible from these beautiful facts. In the northern hemisphere the cyclone rotates in a direction contrary to that in which the hands of a clock move, but in the southern hemisphere the rotation coincides with the movements of the hands.

"This whirling of the air in a cyclone enables us to characterize certain portions of the storm by certain hurricane winds; thus in the northern hemisphere the *northern* margin of the storm always exhibits an *easterly* wind, the *eastern* margin a *southerly* wind, the *southern* margin a *westerly* wind, and the *western* margin a *northerly* wind. We shall also further find, upon dividing the storm into quadrants, by diameters drawn from the northern to the southern, and from the eastern to the western margins, that upon the *northern* semi-diameter, or radius, the wind will be *east*; on the *eastern*, *south*; on the *southern*, *west*; and on the *western*, *north*; each portion of the cyclone will possess its appropriate wind.

"The relation of the winds to the margins and semi-diameters in the *southern* hemisphere will be exactly the *reverse* of their relations in the *northern*; thus it is the *southern* margin and semi-diameter of

a storm, *south of the equator*, that exhibits an *easterly* wind; the *western*, a *southerly*; the *northern*, a *westerly*; and the *eastern*, a *northerly*.

“This arrangement of the winds in a hurricane will conduct us to a very simple rule for determining the position of a vessel in a cyclone, and as a consequence the bearing of the centre of the storm from the ship. From the *easterly* wind in the northern hemisphere the centre will bear *south*; or eight points of the compass, *reckoned in the same direction as the apparent course of the sun*, an *easterly* wind characterizing the *northern* margin; from a *northerly* wind the centre will bear *east*; from a *westerly* wind it will bear *north*; and from a *southerly* wind *west*. Thus the direction of the wind *only* in a revolving storm, will announce to the commander of a vessel two very important points—his exact position in the cyclone, and the bearing of its centre from his ship.

“The same simple and very perspicuous rule holds good in the *southern* hemisphere. From an *easterly* wind, the centre of the storm bears *north*, or eight points of the compass, *reckoned in the same direction as the apparent course of the sun*; the sun rising in the east, culminating in the north, and setting in the west. From a *southerly* wind the centre bears *east*; from a *westerly*, *south*; and from a *northerly*, *west*. These bearings are precisely the reverse of those in the *northern hemisphere*; but as the apparent motion of the sun is also *reversed*, the rule is applicable to both hemispheres. *That the centre of a revolving storm bears eight points from the direction of the wind at the ship, reckoned with the apparent course of the sun.*

“The feature next in importance to the rotation of a cyclone is its progressive motion, and thus in all ordinary cases is reducible to the same order and regularity as we have seen characterizing the rotation. Commencing at a point a few degrees north of the line, the cyclone moves bodily forward towards the west; its course is, however, soon directed a little north of west, and as it approaches towards 20° north latitude, its course is more or less N.W.; at 30° north latitude its course for a short time is due north; here it *recurves*, and afterwards is directed towards the *north-east*. This course is peculiar to the western portion of the basin of the Northern Atlantic.

“The path which the axis of gyration describes is termed the *axis*

line, and thus divides a cyclone into two *semi-circles*, the right, or *starboard* semi-circle, and the left, or *port* semi-circle; there are consequently three divisions of a storm, each characterized by different phenomena.

"No. 1.—In the *northern hemisphere* the wind always *hauls with the sun in the right hand or starboard semi-circle of a rotary storm.*

"No. 2.—*On the axis line a vessel experiences only two winds, one the opposite of the other, with an intervening calm between.*

"No. 3.—*In the left hand, or port semi-circle, the wind always blows against the sun.*"

These rules will be found very valuable. The direction of the wind at the ship will give her position in the storm as referred to the points of the compass, and what is of immense importance, the bearing of the centre from her; the hauling of the wind will announce her position relative to the axis line, and combined with her track through the cyclone will give the direction in which the storm itself is moving; if the wind be found to increase in force *without hauling*, the ship is on the axis line, and if *a calm occurs*, succeeded by a terrific and violent wind from the *opposite quarter*, the vessel has passed through the centre of the storm.

We are here introduced to a rule of very considerable importance in manœuvring a vessel when overtaken by a storm of a revolving character. In the *Northern Hemisphere*, if a ship receives the wind on her *port* side, her head is directed more or less *towards* the centre of the cyclone; but if she receives it on her *starboard* side, her head is turned *away* from the centre. These facts readily indicate the means to be adopted either to retire to, or beyond, the margin of the storm, or to draw from the centre when lying to. If with the ship's head from the centre she receives the wind on the starboard side, then in lying to or drawing from the centre she must be trimmed on the *starboard tack*. The reverse of this takes place in the *Southern Hemisphere*; a vessel sailing *out of* the gale receives the wind on her *port* side, and must therefore be trimmed on the *port tack*.

Having thus touched upon the principal characteristics of the rotary storms experienced in the Atlantic and Southern oceans, I shall mention some of the phenomena which indicate their approach, selected from the best authorities:—

"While the atmosphere *within* the cyclone is in so rapid a state

of rotation (states Mr. Birt), that the moving air frequently attains a velocity of about one hundred miles an hour, the exterior zone is strikingly characterized by certain meteorological appearances, which herald, as it were, the approach of the coming storm. The rapid motion of the air within the whirl, combined with the *sucking in* of the exterior air comparatively at rest, produces an immense condensation of vapour generally seen on the horizon in the direction of the cyclone, as a dense, dark, lofty wall or bank of cloud. As the vessel approaches the storm, this bank of cloud appears to advance, and draw down closely upon the ship, so that she becomes involved, and then the clouds present so appalling an appearance, they appear to be so close to the vessel, and so solid in their structure, that a commander may almost fancy he can, from the vessel, put his hand upon them." Captain Methven corroborates this appearance: he says:—"The clouds drew close round the ship, banking in a dense dark wall in a manner almost appalling, and so close and solid-looking, without rain, it seemed as if I might have put my hand upon them."

"There are also other appearances of the weather that are exceedingly significant of the approach and presence of a cyclone. Very frequently, a short time before one of these visitants bursts on the ship, the sky presents a lurid, threatening aspect, the state of the atmosphere being oppressively sultry, the clouds vary in their colour from a deep and angry red to a peculiar heavy olive; in such cases the cyclones have been very destructive. More rarely, every object has been seen tinged with a deep crimson, and it has been ascertained that on such occasions the ships have not been far from the destructive gyrations. Sometimes the sun, moon, and stars shine *differently*; they may be seen, for example, with remarkable distinctness previous to a revolving gale, and they not unfrequently shine as pale luminaries, having around them large circles of light, known as haloes; on such occasions the stars look big with burrs about them. The sun, on the approach of a cyclone, has been observed 'pale even as the full moon;' and in a few instances, not only has he been seen as a *blue* sun, but his rays have tinged all surrounding objects blue. The wind has been heard fitfully moaning and roaring violently, as the ship has neared the destructive hurricane; and on shore, branches of trees and other small bodies have been seen to whirl about in a most peculiar manner. Ships that

have passed through the centres of cyclones have mostly recorded a clear sky accompanied by a calm; this clear sky is known as the storm's eye.

"When a vessel approaches so near the cyclone as to experience the effect of the outward gyration, the weather becomes more significant; the proper wind of the hurricane, generally characterized as strong and squally, carries over the vessel portions of the great bank of cloud peculiar to the storm; these portions are torn into rags and shreds, while the bank still marks the locality of the cyclone. From this point a run of two hours *towards* the centre will involve a ship in an impetuous and terrific hurricane."

In the "Blenheim" hurricane, in March, 1851, the premonitory symptoms of its approach were heavy squalls and rain, the clouds tending to bank and mass, windy streaks of cloud breaking into loose, vapoury masses, the edges rugged, torn into shreds, and loaded with rain, which descended in torrents, and increased with the wind; this cyclone left a tremendous sea in its wake, of a character as if divided into squares, rising in pyramids, and throwing up volumes of broken water and spray, across which swept at intervals long, distinct, and very deep swells, succeeded by immense deep rollers, which prevented the vessel keeping her main-deck ports open, or setting much sail, and having scarcely steerage way in consequence of the heavy sea. The width of ocean over which this cyclone swept was estimated at 550 miles. Much lightning was observed during its continuance. The "Trafalgar's Log," in the same cyclone, records that it commenced with hard squalls and rain, huge heavy masses of lead-coloured clouds indicated its approach; the sun shone through a dense haze, giving the appearance of a moon-light night, lightning prevailed, and the noise of the wind and sea resembled the roar of a park of artillery; the sea was tremendously heavy, breaking over the ship fore and aft; her foresail, main and fore-topsails were blown out of the bolt ropes. The log of the Nemesis records, in addition to the above-mentioned indications, that there was a halo round the moon.

Mr. Birt observes—"The barometer is an invaluable instrument in a cyclone, it announces to the commander his approach to the vicinity of a revolving storm; it advertises him of his plunging into its vortex; it acquaints him with his recess from the centre, and by carefully noticing its indications he may, to a great extent, avoid the

disastrous consequences of a hurricane, for the laws of its oscillations in a cyclone are very distinctly marked: on the appearance of an approaching cyclone the atmosphere is generally, especially in certain latitudes, very calm, the air oppressively sultry, and the barometer usually stands very high. Observations appear to indicate that this is mostly, if not always the case, *around* the storm, so that it is surrounded by a margin, characterized by a *high barometer* and a hot sultry atmosphere. In the direction of the cyclone the clouds assume the appearance of a dark livid bank, in most cases presenting an appalling and threatening aspect. If a diameter of the cyclone be drawn transverse to the axis line, dividing the starboard and port semi-circles into two equal quadrants, it will exhibit those portions of the storm in which the barometer will fall and rise. While the first half of a storm passes the ship the barometer will fall, and while the succeeding half passes it the barometer will rise. The transverse diameter will also be characterized by a barometer which is proportionally lower, as the centre of the cyclone is approached. In most cases of manœuvring it is desirable to keep just within the verge of the storm; and here the barometer is of signal service, as, by keeping it as high as possible without losing the cyclone winds, the vessel is kept just within the margin. In whatever position the ship may be, the rising of the mercury announces that the first half has passed." There seems to be exceptions to the rule enunciated by Mr. Birt, that the barometer rises after the first half of a cyclone is passed, as the log of the *Blythwood*, in the same hurricane as that encountered by the *Blenheim* and *Trafalgar*, records that she met with the centre of it at noon of the 21st March, the calm lasted about an hour, when the wind, which was at east, commenced again at west. The barometer, which was at 28.0 when the centre reached her, rose two-tenths while the calm lasted, but fell again *below* 28.0 after the recommencement of the hurricane. In contradistinction to Mr. Birt's remarks about the barometer, let us see what Captain Methven says, as he fully corroborates what I have advanced previously, in advocating the close study of all weather signs as assistants towards arriving at a correct judgment of coming weather in *connection* with the oscillations of the barometer. With the view of directing attention to its importance, we have urged upon commanders, in every work on storms, to attend to the barometer, and

this is done so continually as to leave the impression that it is *our right hand* as a guide to the state of the weather. Mr. Piddington says—"The man who watches his barometer watches his ship." It is certainly a most valuable instrument to the navigator; *but I would qualify this remark, and all such expressions as would withdraw an officer's eye from the study of the nature of the weather, by the changing character of the clouds, looking on them as injurious so far as they tend in the slightest measure to lead to this.* It is very obvious what meteorologists had in view, that the barometer should on no account be neglected, *but they can have no idea to what extent faith has been carried.* If the barometer do not fall at 8 p.m. with one man, he is sure of a fine night; unless it falls to the speck left by a cockroach on the tube, *a fancy mark with another*, there is no necessity to attend to it. Both dogmas have been devoutly believed, and that too by able men. The barometer, as a general rule, will only corroborate inferences previously formed, beginning to fall after bad weather has set in. I am aware that it sometimes falls in calms and in apparently fine weather; but such are exceptional cases. *Fully impressed with its importance I have merely made these remarks, deprecating the idea that any instrument can supersede the judgment, or render of secondary importance the most careful study of external signs.*

I have introduced the subject of cyclone or hurricane rotatory storms, in these papers with the most apposite observations I could collect relative to them, in order to draw the attention of yachtsmen particularly towards it: many may no doubt exclaim, "What have rotatory storms to do with 'Yachts and Yachting?' Yachts are not to be found tempting the paths of cyclones and storms!" Should there be such of my readers I would beg to remind them that yachts have made voyages to Iceland, Spitzbergen, Jan Mayen, North America, West Indian Islands, South America, Coast of Africa, round the Horn to Behring's Straits, Cape of Good Hope, and Australia; and whilst I am now writing a schooner, the *Themis*, 140 tons, Thomas B. Hanham, Esq., R.N., owner and commander, belonging to the Royal Thames Yacht Club, is on a long and adventurous voyage; she touched at Madeira on the 29th of April, and sailed for Teneriffe, Rio Janeiro, Rio de la Plate, round the Horn to Valparaiso, Callao, Vancouver's Island, South Sea Islands, New Zealand, Australia, the China Seas, and home by the Cape of

Good Hope; this I have been informed is her proposed route, and fair weather and a prosperous cruise to her gallant owner. The Mediterranean cruise was formerly reckoned as the *long voyage* for a yachtsman; now it is looked upon as not much more than a few days run in the English or Irish channels. Our yachts are increasing in size every season, and our yachtsmen are no longer satisfied with runs from Cowes to Gibraltar or Malta, or doing the Bosphorus; they seem resolved to raise the pleasure navy to a high position, and win renown for its members as daring maritime adventurers; bearing this in mind therefore, and that we can find in many of our yacht owners good practical seamen and excellent navigators, with evident indications of a much larger number desirous of becoming so, I think any series of papers treating upon the subject of yachting would be incomplete were not that branch relating to weather extended to every description likely to be met with during a yacht cruise. Even should our adventurous cruisers be confined to a limited number, which, according to the present position of yachting, and the evident spirit of progress that animates its supporters, is by no means likely; there are certain peculiarities of weather constantly to be experienced in the seas and channels which are more generally cruised in by our yacht fleets, that bear a striking similarity to the storms to which the great ocean cruising grounds are liable; every yachtsman should make himself acquainted with the laws of storms and variable winds; suppose even he never visited those regions of the ocean where cyclones most do prevail, yet still it will induce such an investigation of the principles, and impress so forcibly on his mind the indications of weather that otherwise he might not have had his attention directed to, as will be found of essential service in facilitating the acquirement of a most important branch of a good practical sailor's qualifications. In fact to a yachtsman it is of the greatest importance and utility to make himself a good judge of weather. Corroborative of the opinion that a knowledge of this subject will be found of service to our home cruising yachtsmen, we find that all the conditions involved in the rotatory storms which visit the Atlantic and southern oceans have been complied with in our own immediate latitudes; from inquiries carried out by Mr. Milne, whirlwind storms are often to be traced in high northern latitudes. In the storm of February the 28th, 1849, for example, its centre passed in a north-east direction up the Irish Channel and

across the south of Scotland; its eastern segment affected severely the south of England, uprooting large trees, and causing wrecks, one of which was an emigrant ship with 160 passengers. Its effects were not so disastrous in Scotland, but its rotatory character was well developed there. At the observatory on the Calton Hill, at Edinburgh, the gale began with the wind at S.S.E., and it veered successively to south, S.W., W., and N.W. On the same day it was blowing at Kinnaird, Head of Buccanness, from S.E.; at Montrose, S.S.E.; at Edinburgh, S.; in Yorkshire, S.W.; at Pladda Lighthouse, W.N.W.; at Corsewell Lighthouse, N.W.; at Skerryson Lighthouse, N.; at Islandglass Lighthouse, N.E.; and at Pentland Skerries Lighthouse, N. "There could be no doubt, therefore," adds Mr. Milne, "that this was a whirlwind storm, and that the direction of the rotation was from right to left in the northern half of the circle." This quite agrees with the principle of Atlantic cyclones, that the wind hauls with the sun in the right hand or semi-circle of a rotatory storm. It is further stated that "bad weather in England is generally followed by bad weather in Scotland, a fact which follows from the northward advance of storms." Lieut.-Col. Reid, of the Royal Engineers, whose able works on storms are well known, notices a severe Atlantic storm which passed over the British Islands. It first touched the west coast of Ireland on January 6th, 1839, and moved progressively, about E.N.E., over Ireland, the Irish Channel, and Great Britain. It was traced to Gottenburg, in Sweden, and this is the same direction taken by many of the storms which have been traced over North America and the Western Atlantic.

It seems, therefore, more than probable that many of the gales with which our shores are visited are neither more nor less than sections of rotatory storms, passing in the usual N.E. course of the Atlantic. If we recall to memory our experiences of some of these gales, it will be remembered that the wind blew furiously from the S. and E., then was succeeded by a calm, when the wind suddenly flying round to N. and W., blew with an equal, and sometimes greater violence, or *vice versa*. Now, if we look at Mercator's chart of the world, and trace where an Atlantic cyclone is generally considered to originate, viz., a few degrees N. of the line, then travelling N.W. to 30 degrees N., recurving N. for a short time and settling then steadily to a N.E. course, we shall see that such a

path leads the centre, or axis line, right across our island. Now that we have such an admirable system of meteorological observation established round our coast, thanks to the exertions of Admiral Fitzroy, and that by the aid of the telegraph every merchant on 'Change can read the fluctuations of the wind, and the direction from which it is blowing at any hour of the day, upon any part of the coast, we may arrive at some more certain conclusion upon this point. The cyclone months in the Northern Atlantic are found generally to be July, August, September, October, November, and December. In July they are not often found so far north as the track of vessels bound to the United States; but in August and September they are mostly to be apprehended. I cannot close this chapter without directing the yachtsman's attention to the remarks of Captain Methven I have quoted relative to the barometer: of the value of this instrument there cannot be a question, but the proper appreciation of its utility is just the nice point that is so requisite to be understood; to rely implicitly upon the barometer, to pin one's faith as it were entirely upon it, to read the words *Fair, Set fair, Change, Rain, &c.*, as if the quicksilver was moved up and down by chronometer works, is the error fallen into on the one side, whilst the almost total disregard of its fluctuations is as equally faulty on the other. The close observation of meteorological phenomena in the first place, and the comparison of these phenomena with the state of the barometric column, will generally give accurate data to draw conclusions from; but, independent of this, there are times when both must be regarded separately, and it is upon such occasions it requires that reliance to be placed in each, which experience gained by long observation will alone satisfy many observers in bestowing.

In my next chapter I shall venture some observations on the barometer, aneroid, and sympiesometer, with their relations to the various phenomena of weather, previously to continuing our cruising tactics.

(To be continued.)

THE APPROACHING SEASON.

We have had the pleasing duty during past years of chronicling in the pages of this Magazine the doings of the Yacht Fleet of the United Kingdom, and we cherish the idea that our exertions in preserving these

interesting records of one of the noblest sports that characterize the British Islands, have not been without their results in advancing its interests. We have at all times opened our pages to suggestions and opinions calculated to promote it in every respect, and in arrogating to ourselves some little portion of the merit due to the exertions that have raised Yachting to its present position, we trust we shall not lay ourselves open to the charge of egotism.

In anticipating the prospects of the approaching season, we have to congratulate yachtsmen on the great progress made in the increased support which their favourite pastime has met with on all parts of our coasts; the numerical increase in yachts and in the number of new members admitted to the various Clubs, is strong proof that the taste for aquatic sport is becoming more universal and popular and the benefits accruing from it more duly appreciated; irrespective of the fine manly recreation it affords, the knowledge of maritime affairs, almost insensibly acquired in its pursuit, which it places within reach of its votaries cannot fail being useful in the many relations of life in which the inhabitants of a purely maritime country are often necessarily placed; whilst the large amount of employment it affords to the artizan, seaman, and fishermen of sea-bound districts, tends largely to maintain that skill and proficiency, without which an ocean surrounded empire cannot hope to support permanently maritime supremacy.

If we take into consideration the vast iron-clad war fleet which has arisen as it were by magic, or our magnificent fleet of sea-going steamships, or the splendid canvas propelled argosies that are our boast, and investigate how the ruling powers that have brought them into existence are constituted, we shall find that in the Commons House of Parliament we have enthusiastic yachtsmen backing the question of judicious supplies, or enforcing economy of reckless expenditure; amongst our Directors of Steam Companies we find yachtsmen ready with their experience on questions relating to the improvements called for by the advancement of the age; and amongst our merchant shipowners we shall find many yachtsmen introducing changes in build, rig, and equipment, which might never have been introduced to their notice, were it not for yachting. Look at the magnificent fleet of pilot boats that now stud the waters of Liverpool Bay, they owe their origin and improvements to Yachting; the yachtsmen of Liverpool, (and perhaps without making any invidious exception, we may mention the name of one in particular, Mr. Wilkinson Tetley,) exerted themselves strenuously for years past in the improvement of these vessels; some of them have been built by yacht-builders, and in others the models of fast and successful yachts

have been held up to their constructors, and copied upon a larger scale; the results speak for themselves, they are yachts in every respect, save that their avocations confine them to Business, not Pleasure.

Investigating the fleet of large fishing boats that supply our markets with the choicest fish from the deep sea banks, the Barking vessels that brave the wild weather of the North Sea and the coasts of Norway, the Irish channel trawlers, the Penzance luggers, the south of Ireland hookers, the Clyde herring fleet, the Manx and Ryde wherries, the Torbay and Yarmouth fishing fleet, even the small vessels that compose the immense fleet of the remote and primitive colony of the Cluddagh fishermen; in each and all of these we can trace the influence that yachting has exercised upon their improvements; finer lines applied to the formation of their hulls, wire rigging, better rope, and patent blocks introduced, and very superiorly cut sails; even the names of celebrated yachts we find adopted, as if a belief that their superior powers of speed will be conferred by the very nomenclature. Then look at our clipper sailing ships, regular ocean racers, and here too we again trace the yachting prestige in the long easy bows, the clean fine run, the neatness of rig, and the more accurate cut and standing of their canvas. Our fast steam ships even have not disdained copying a leaf from the Pleasure Navy in the sharpness of their hulls, the rakish jaunty appearance of their limited amount of rigging, and in the taste and luxury displayed in their interior fittings. There is only one branch of our naval flotilla that we repudiate all connection with, and that is our gunboats; the man who designed them was obtuse to every idea of nautical beauty, save such as is displayed by a Thames coal barge, a Liverpool anchor flat, or an Irish canal boat.

We have never had a yachting season that gave promise of more interest than that now approaching; in addition to the new vessels that have created such a stir in the yachting world during two seasons, the element of novelty is still on the increase, and our yacht builders have not been idle during the autumn and winter. On the banks of the Itchen, at Cowes, and in the Clyde, the march of improvement continues, and the Phryne, Vindex, Surge, Surf, Phosphorus, Thought, Marina, Audax, Christabel, Aura, Avalanche, Brunette, Enid, Heroine, L'Eclair, Echo, Queen, Secret, Avoca, &c. will have their work cut out for them when meeting the yet untried but well prepared Astarte, Alerts, Keema, Luna, Banshee, Kilmeny, and Amulet, together with other launches of the spring. The cutter rig still remains the favourite amongst our racing yachtsmen, if we are to form any judgment from comparing the number of schooners launched, so that the contests

amongst the two stickers will be fought between the Circe, Galatea, Aline, Albertine, Iolanthe, Albatross, Fiery Cross, Amy, Ierne, Diadem, Alarm, Janie, Madcap, Hesperus, Ariadne, Medea, Rowena, Shark, Flying Cloud, Gleam, Gloriana, Hornet, Kingfisher, Maia, Red Gauntlet, Reverie, Violet, Wildflower, and Belle.

We have often wondered why yawl rigged vessels have not received more attention from racing yachtsmen; the yawl rig appears to be a nearer approach to the hitherto invincible cutter rig, than the schooner, and the performances of the Cecilia and Snipe last season attracted so much notice as to point it out for future experiment. Save the America and Wildfire, schooners have not made a good fight amongst our cutters, and it is on the point of sailing most important that they generally fail, namely, going to windward; now, in the majority of matches where anything in the shape of a fast yawl has been pitted against schooners, the yawls have the advantage going to windward, but lose when they get the wind free; indeed the trials that have yielded the most favourable evidence of the yawl-rig, have been those of the Cecilia against cutters, and the Snipe against schooners, and both being of much smaller tonnage, and consequently inferior in power and spread of canvas to the vessels with which they sailed, their performance must be looked upon as very remarkable: a large yawl fitted for racing could show a very respectable spread of canvas, and as the object aimed at by the schooner-rig *versus* cutter, appears to be obtaining a comfortable cruising vessel with the former when required, and getting rid of the weighty spars involved in the latter, the yawl-rig, as a compromise between the two, offers a very fair solution. The Cecilia evinced very great speed and capability in running, reaching, and going to windward against clipper cutters of very much larger tonnage, and, fitted out as she was under the eye of probably one of the best yachtsmen we have, she may be regarded as an extremely favourable example of what could be done on a larger scale.

Now that the great bone of contention amongst yachtsmen, namely, shifting ballast, has been removed, and, it is presumed set finally at rest, there are many other matters connected with yachting that deserve attention. The necessity of a Universal Code of Sailing regulations has been so frequently advocated as to need but little comment from us; that they are badly required any yachtsman who will take the trouble of reading over a few of the programmes of past seasons will at once be convinced of; a prominent feature that demands a revolution is that of the entrance fees; at some regattas they are very heavy and at others comparatively light; when we say heavy we mean that, without contributing materially to the funds of a regatta, they press rather severely upon yacht owners;

there should be, doubtless, some check held by a sailing committee over the vessels entered for a match, in order to render it in a measure compulsory on them to start and sail it, otherwise the majority might withdraw from the starting buoys, should circumstances of wind and weather give an apparent advantage to one or two particular vessels on the morning of the race; the rule acted upon by the Royal Thames Yacht Club appears to be a fair one, namely, that when a vessel starts and sails a match throughout, her entrance fee is returned to her; and this might, with great propriety, be more generally adopted. The next prominent feature is the great diversity at present existing in the allowance of time for tonnage; at one regatta we have half minute time, at another Ackers' scale, or half of it, at a third a graduated scale, ranging more largely than Ackers', from three-quarter minute up to five minutes, and so on, so that any calculation made by a yachtsman as to what his vessel can do in competition with certain yachts over any particular course, must necessarily be faulty when compared with others, owing to this difference in time allowance, unless the competing yachts be of the same, or nearly the same tonnage.

We have never seen any sufficient reasons advanced for not adopting Ackers' scale in its entirety, and it appears to be a fair one, for say a 40, 50, or 60 mile course; for a shorter distance it may be found convenient and proper to halve the time allowance of this scale. It appears very strange that in one of the oldest clubs, the Royal Cork, there should be a match in which no allowance of time is made, and almost anomalous that in such clubs as the Royal Thames, or Royal London, when obliged to curtail their matches some 10 or more miles, owing to tide and wind on a match day, no corresponding alteration should be made in the time; perhaps such instances are but the results of local requirements; be this as it may, a general rule that could be universally understood would confer a great boon on the yachting world, and obviate much of the confusion that at present exists. Another equally important alteration of the present system is requisite in the admeasurement of vessels for racing tonnage; nothing can be more absurd than at one place measuring according to the builder's rule, and at another along the deck, whilst a third station inserts in its programme "Register Tonnage." The rule of the Thames Yacht Club, or, more properly speaking, that first introduced by the Royal Mersey Club, appears to work well and give general satisfaction: why not have every vessel measured according to this rule, and let a certificate to that effect stand good, until lengthening or any other alteration necessitates a re-measurement.

These are points that might well occupy the attention of our yachting legislators, and their arrangement would be found to give satisfaction to those who are at present much puzzled when calculating their fees, time, and tonnage in prospective; it would simplify racing greatly if a yachtsman knew that his entrance fee for each match would be 6d. or 1s. per ton, to be returned after starting and sailing it throughout, that his time allowance would be according to Ackers' scale, and that his measurement for tonnage would be along the deck, in accordance with the Royal Thames Yacht Club rule.

The interest taken by the general body of the spectators at our great matches, as evinced by the immense numbers which attend them, indicates the necessity of adopting some better means than at present exists, for conveying to them the results, and making them acquainted with the names of the winning vessels; to those immediately interested, and who are well versed in the mysteries of allowance of time, difference of tonnage, &c., the issue is of course easy of solution; and where club steamers accompany the competing vessels the information is speedily communicated; but there are vast numbers on the shore not so fortunate, and yet quite as desirous of information. Upon the turf the system of telegraphing the numbers speedily make the masses acquainted with the numbers of the successful horses, by indicating the 1st, 2nd, and 3rd. Some such plan as this might be adopted at regattas, a few white flags with black numbers corresponding to those of the winning vessels, along the cards might be displayed from the mast-head of a steamer, or the flag-staff of a club house, indicating the winners and second and third vessels, immediately upon the decision of a match; it is not upon every occasion that the first vessel in wins, owing to a second or third vessel of less tonnage, arriving within her allowance of time; and it is the want of some simple means of conveying the information, that causes such a number of shore spectators to pronounce regattas as stupid and uninteresting, and that they can never understand which vessel has won, or which lost; a very simple arrangement of this nature would be worth a trial, and further perhaps the interests of yachting by securing additional support: subscribers to town or other prizes like to be made acquainted with the fortunate possessor of the fruits of their liberality; but unless they happen to be on board a club steamer, or in the vicinity of the Judge's box, many at the present time leave a regatta without the slightest notion of which yacht has won, and are obliged to await the appearance of the morning's local paper to satisfy their desire.

To turn from the shore to the yachting interests; the present days

of yacht racing present a remarkable contrast to the past ; then it was rare for more than one or two strange vessels to put in an appearance at a regatta distant from their own station ; now it is difficult to find anchorage room in the harbours where the principal regattas are held ; many of the yachts from distant ports have various articles of their internal fittings, tables, sofa, cushions, chairs, crockery ware, spare canvas, spars, and boats, that they require to stow away on shore during the days they are engaged in sailing the matches ; it is often very difficult to find accommodation for these things, not unusual for extravagant prices to be asked for it, and not unfrequently loss and damage has taken place from the insecurity of such places ; a little foresight and exertion on behalf of a regatta committee would obviate this, especially at remote yachting stations, where accommodation might be provided ensuring safety and moderate charges. Owing to the numbers of vessels under weigh on Regatta days, much confusion often-time prevails, owing to vessels sailing alongside of and trying with the racing vessels ; if these vessels always displayed their ensigns at the peak, so as to distinguish them from those engaged in the match, it would in some measure palliate what at best is bad taste, but by not doing this they increase confusion experienced by spectators in their endeavour to select the combatants from the non-combatants ; and when at a distance it is next to impossible ; of course yachts cannot be prevented going out with a fleet of racers to criticise their performances, but if they do they should keep at such a distance from them as to prevent their being mistaken ; we have upon more than one occasion witnessed vessels getting in the way of the racing fleet, and giving their back water and wash to some of the competing vessels ; but even a worse evil than this occurs very often in the vicinity of the flag ship, where cruising yachts will get right in the way of the racers, at the most critical part of the struggle, nay have been seen to come to an anchor in such positions as to obstruct a clear way home, oftentimes compelling a competing vessel to make a tack, and thus lose seconds that might deprive her of the prize she has throughout a fifty or sixty miles course gallantly fought for and all but won. Circumstances such as these are productive of very unpleasant feelings, and lead sometimes to serious collisions, and much disagreeable recrimination from the crews on both sides.

Surely there is plenty of room to see and be seen without getting so prominently and injuriously in the way ; and it is time for those charged with the management of sailing matches to look to this increasing evil, and adopt measures towards its prevention. A printed notice, requesting vessels under weigh to comply with the wishes of the committee,

and leave a free course to the competing yachts, if sent round to the different vessels not entered for matches, would, without doubt have the desired effect; for we cannot but think it is sheer forgetfulness that causes such unseemly interruptions.

There is another matter connected with sailing matches that we are glad to see being more strictly attended to than in former times—and that is punctuality in starting the vessels. This is highly to be commended, for nothing can be more unfair or injurious to such vessels as are ready at their starting buoys punctual to the time named in the programmes, than to keep them waiting in order to enable some dilatory crew to complete their preparations. There is no just ground for any yachtsman to complain of not getting sufficient time at the start, when an hour to do so is distinctly named, except in a case where he may be hampered by a vessel letting go her anchor in such a position as to prevent him getting as advantageous a start as the other vessels. Under such circumstances, notice of any delay should at once be communicated to all; for nothing can be more irritating to a number of yachtsmen than when, after easing away their bow ports to the very second of time, and hanging on the full extent of their quarter springs, to find minute after minute pass away without the gun firing, and eventually their vessels broaching to and taking the wrong cant, after the nicest skill and attention had been brought to bear to effect a successful start. Many yachtsmen complain now of the jack yards permitted to be used with balloon topsails, and we have known instances where good entries have been spoiled by cruising yachts declining to compete with vessels fitted with them: this a question deserving of consideration, for it is desirable that yacht racing should be made to conform as closely and as consistently as possible with cruising requirements; and as this seems to be the ruling notion of the age, then it is most decidedly time to take measures with regard to the size and mode of fitting these sails: time was that balloon-jibs were fitted with what might well be termed yards at their heads, so that when a vessel was running off the wind they acted with nearly as much effect as square sails. This has been put a stop to, and even the length that jibs or balloon foresails shall project abaft the main rigging has been a subject of legislation; but with the balloon-topsails fitted as we have mentioned, a vessel when running free may be said, in addition to the usual sails allowed her, to carry a topmast studding sail; this becomes more apparent as an evil when comparing a large topsail carried by another vessel alongside, and not fitted with the jack yard; few will dispute that the larger sail has a considerable advantage with a light and free wind, and as a balloon-

topsail of such a description is seldom if ever used when cruising, thence arises the question—is it a far sail? We confess the opinion of many yachtsmen, that it would be more legitimate to permit a square sail to be used in racing rather than one of these topsails, strikes us as complying with the requirements that cruising sails should be adhered to in racing as much as possible. Now a square sail is a very excellent and most useful cruising sail when making a passage and having a fair wind; it is easily handled, and may be reduced by reefing to suit circumstances of weather; these recommendations do not so fully apply to the jack yard topsail; it is not a good cruising sail, is difficult to be handled should a squall strike a vessel manned by an ordinary cruising crew, cannot be reduced to meet requirements, and if not backed by a preventer stay is safe in puffy weather to expend a topmast. We think, therefore, that where the great point with respect to trimming the hulls of vessels—namely, the shifting of ballast—has been conceded to the improvement and conversion of yachts from mere racers to cruising purposes as well, the question of the canvas best adapted to confirm this improvement should not be overlooked. An abuse corrected in one direction may develop itself more injuriously in another, and the next change in canvas may be the application of a studding-sail boom in the gaff end, in order to obtain a greater spread for a larger description of topsail.

THE OPENING OF THE SEASON IN DUBLIN BAY.

PERHAPS no seaside watering-place has experienced such a wonderful transition in the memory of its inhabitants as Kingstown. Once upon a time, and that not a very long time ago either, the little fishing harbour and hamlet of Dunleary, with a few scattered villas and an odd terrace of cottages, constituted the principal attraction for a pleasant hour's drive from Dublin. Now stately mansions, noble terraces, picturesque villas, and palatial club-houses have blotted out the humble fishermen's dwellings, and the fishermen's harbour forms only an obscure corner of a vast and sheltered basin, bearing upon its bosom the stately guard-ship, the wicked-looking gunboat, steam and sailing merchant fleets, and though last not least a fleet of yachts, of which the flourishing township may well be proud. The first impetus given to Kingstown was by the late Marquis of Anglesea, when Viceroy of Ireland. Passionately fond of yachting, the gallant veteran brought his vessel, the well-known Pearl, to the waters of Dublin Bay, and Kingstown was his favourite rendezvous. He then asked Mr. Gresham, the well-known and popular hotel pro-

prietor, to build him a pleasant sea-side dwelling overlooking the harbour, where himself and his staff might hold court, and enjoy the pleasures of the wave. Quick, *presto*, it was done—up rose the Royal Hotel and Gresham Terrace, and yachting began to flourish at the Irish capital.

After the Marquis of Anglesea ceased to reign, there was a lull in aquatics, until Rigsend became the scene of action, and the old Dublin Rowing Club woke up the nautically inclined with a series of triumphs that have never been equalled since, save on the Thames and at Oxford and Cambridge. Regattas from time to time were held at Kingstown, but the lovers of canvas backs had neither a local habitation nor a name until some members of the Pembroke Club made a movement, and organized the Kingstown Rowing Club. This society was soon afterwards reinforced by some sailor members, and the Kingstown Yacht Club was formed, which in its turn became the parent of the present prosperous Royal St. George's Yacht Club. Some years afterwards, the Royal Irish Yacht Club was organized, and now a third yacht club has sprung from the Irish Model Club, under the title of the Prince Alfred Yacht Club, named so in honour of our sailor prince. This club does not aspire to the dignity of a club-house; its meetings are held either afloat or at an hotel, and its professed object is to establish amongst its members a good school, wherein the practical part of yachting can be learned, not by merely going out for a sail in a well-manned yacht, and confining the acquirement of seamanship to what can be derived from observing the sailors working on board, but by manning the yachts by the members of the club, and literally working their way like good sailors through the hawse-pipes to the quarter-deck. In order to encourage a spirit of emulation amongst their crews, all the funds derived from the subscriptions and entrance fees are to be devoted to the providing of prizes to be won twice before they can become the property of the yacht owner.

The Irish Model Yacht Club was instituted in the year 1857 for the purpose of carrying out similar views in vessels of 12 tons and under; and we have recorded in our pages many spirited matches sailed by its members since then, so that there is no doubt the same object can be developed, and as effectually carried out upon a larger scale. The majority of the members already belong to the existing clubs in Kingstown, consequently the Prince Alfred Club forms a connecting link between them, enabling them to sail friendly matches together without interfering with the regular regattas, and at the same time promoting good feeling, and an acquisition of yachting experience. For the pur-

poses of match sailing the cutter yachts of the clubs are divided into classes:—First class, exceeding 40 tons; second class, exceeding 25 and not exceeding 40 tons; third class, exceeding 12 and not exceeding 25 tons; fourth class, exceeding 7 and not exceeding 12 tons; fifth class, not exceeding 7 tons; and an extra class for yacht, schooner, yawl, lugger, or latteen-rigged. As an earnest of their purpose the club have issued their list of prizes for 1864, of pieces of plate for the different classes of vessels, amounting in value to £127. In working heavier vessels than they have hitherto been accustomed to it could not fairly be expected that the members, at the outset at least, would be quite *au fait* in all the details, so that in first-class vessels over 40 tons four professional seamen will be allowed to aid the amateur crew; from 25 to 40 tons three seamen; 12 to 25 tons two seamen; and in the fourth and fifth classes under 12 tons one seaman. The yachts must be steered by members or honorary members, and should any other person touch the tiller the vessel forfeits all claim to any prize she may be sailing for; all others composing the crews must be members of the club, or the sons of members, or members of royal or other recognized yachting clubs, or naval officers belonging to H.M.'s fleet.

There can be no doubt that the Prince Alfred Yacht Club will give a considerable impetus to yachting in Dublin, Kingstown, and their vicinities. There are many eligible to become members, occupied in professional, mercantile, or commercial pursuits, or in public departments, who have hitherto not had opportunities for exercising their taste for aquatic pursuits, and whose avocations do not permit of much time being devoted to them, such as a lengthened cruise, or the inconvenience of a yacht-owning friend might demand; but who, by joining this club, and becoming members of an amateur crew, will find healthy, invigorating, and manly exercise during the afternoon practice cruise, and stirring occupation for a day of relaxation in the actual excitement of a race.

Yacht racing has hitherto been confined to those whose superior means and command of time enable them to indulge freely in it. It is much to be desired that it could be more popularised, that opportunities could be made whereby the general body of members of a club would be enabled to take a more active part in it, and without intruding on the kindness of yacht owners contribute their aid in promoting one of our noblest sports. As to entering a yacht manned by an amateur crew in our great yacht matches, the notion would be preposterous; but the idea of establishing a system of friendly matches in which, without investing them with undue importance, this object could be

attained, seems to be a happy idea, and just one that a yacht club constituted as the Prince Alfred is will be likely to carry out. A great drawback to the more universal adoption of such a system is the distance at which the majority of yachting stations are situated from the residence of members, and the want of facility of communication. There are, in fact, but three, viz., Kingstown, Liverpool, and Cork, where a yachtowner could rely upon keeping together a good amateur crew; indeed, the Thames may be added as a fourth, but the motive power in the shape of an amateur club must exist, and we look to the Prince Alfred Club hopefully as the pioneer of others having similar objects.

It is the great facility for getting afloat, coupled with an independence of the tide, that renders Kingstown so peculiarly adapted for fostering yachting sport; we were therefore not surprised to see many bronzed-featured, briny-looking individuals wending their way on Saturday, 21st May, towards the favourite locality of Kingstown. It was the opening day of the aquatic season in Dublin Bay, and the united club fleets, under the neutral flag of the Prince Alfred Club, were to sail in squadron, giving the amateur crews a lesson preparatory to their approaching trials of skill. It was a beautiful afternoon, the sun shining brightly, with a nice breeze freshening occasionally into strong puffs from the north-west. Never was the beautiful scenery of Dublin Bay viewed to more advantage. The vast amphitheatre of mountains that form such a striking background to Kingstown were clear and brilliant, free of mist or cloud, the cultivated portions of the high lands standing out in the bright colours that distinguished the various crops, whilst the loftier summits glowed in the rich pink and purple hues of the blooming heather. Northwards the bold promontory of Howth stood out in all its rugged grandeur. The southern limits of the bay were marked by the picturesque island of Dalkey, glowing like a floating emerald, the lofty hill of Kelliney towering over it, with its obelisk-crowned peak, a prominent landmark for the homeward bound mariner, whilst, faintly purpled in the distance, the saddle-shaped hummocks of Bray Head, and the giant peak of the Sugarloaf Hill, marked the mountain barriers of beautiful and romantic Wicklow. Seaward might be seen, just within the verge of the horizon, the yachting-famed Kish Lightship, gently rising and 'scending with the sluggish roll of the sea. A little to the northward the sails of a watchful pilot gleamed fitfully in the sun, and to the southward an equally wary, tiny steam tug, on the alert to render good service to weary crews and storm-tossed ships, for on the previous day a very strong gale had swept down the channel, accompanied by heavy thunder peals and vivid lightning, and cripples of the

sea might be expected as the result. Still closer in were visible the hardy trawling fleet, returning from their hard and adventurous labour on the distant fishing grounds. On the night before one of their number met with a disastrous fate when within sight of her friendly haven; the *Eagle*—a goodly craft—that had brought many a cargo from the silent deep, found a resting place there herself; she struck the north buoy of the Burford Bank during a fresh breeze, and amidst the darkness of night, and just barely gave her crew a short despairing spell at the pumps, and an opportunity of escaping in their boat, when she foundered—£400 lost to her industrious owner, a man named Knight.

As we approached the harbour, we made out a numerous yacht fleet busily engaged in setting canvas; the crew of the guard ship, the *Royal George*, were likewise at work—something out of the ordinary course was about to take place. The top-gallant yards, which had been sent down during the gale, were being squared to a marvellous nicety by the lifts and braces, and tiny specks aloft at the yardarms the glass revealed as stalwart seamen engaged in reeving and bending life lines for the purpose of manning yards. Was the gallant Captain De Courcy about to compliment the squadron of yachts?—something more than that! At a few minutes to three o'clock Commodore Putland, in his fine schooner the *Belle*, 70 tons, displayed the preparative flag, and immediately afterwards the signal to "weigh together and form line astern of the commodore!" This was promptly responded to by the *Enid*, 55 tons, Vice-Commodore Scovell; *Kingfisher*, schooner, 90 tons, J. O'Keefe; *Echo*, 36 tons, W. I. Doherty; *L'Eclair*, 32 tons, J. H. Townsend; *Countess*, yawl, 35 tons, J. Kernan; *Fantasy*, schooner, 20 tons, Lieut.-Col. Atkinson; *Surprise*, 20 tons, R. Johnston; *Zephyrina*, 20 tons, R. Martin; *Pet*, 12 tons, Lieut.-Col. Rutledge; *Flesk*, 12 tons, J. Pim, jun. The *Belle* led the fleet out of the harbour, presenting a beautiful appearance as the respective vessels took their stations in line according to tonnage. About half a mile off the harbour the commodore hove-to, in order to enable the sternmost vessels to take their proper distance, and then made the signal "to follow his motions in succession!" They next stood away for Howth, then hauled their wind up the bay, bore away in line across the harbour's mouth, and stood down for Dalkey, and again came by, the wind laying a course for Howth: all the manœuvres being executed most promptly to the commodore's signal.

At this period the *Royal George* displayed a blue and white chequered signal at her mizen royal masthead; the royal and loyal

marines stood to "attention" at the break of the poop; blue jackets clustered like bees on the hammock nettings ready for a start aloft; and the guns were manned. A glance to the eastward explained the mystery; out of a cloud of smoke which had gradually thickened on the horizon shot the swift mail steamer *Ulster*, bearing the flag of the Lord-Lieutenant. The yachts bore down in line to meet the steamer, and as both approached the harbour with a fresh breeze blowing it formed a very pretty sight from the shore. The shrill call and the hoarse word of command resounded from the guard ship. Away aloft sprang the nimble topmen, and the yards were manned in a trice: the usual salute of nineteen guns thundered across the bay, and reverberated amongst the hills—and a pleasing feature was introduced on the opening day of the Prince Alfred Club. It is not upon every occasion that a viceroy is escorted to his seat of government by a fleet manned by gentlemen sailors. "What is the meaning of all this?" we inquired of a Milesian mariner when the ship had ceased firing, for a little information, racy and novel, may sometimes turn up from such sources. "Bebad thin ids the King uv Munsthur that's comin' home, an' leppin' he is at the shuparior welkin; but I'm thinking id would be bettther for thim to keep the powdthber and sind it to the poor Danes!"

The Prince Alfred Yacht Club certainly deserves much praise for the thoroughly practical manner in which they made their first appearance under their new title. The members have evinced judicious discrimination in selecting for their officers experienced and practical yachtsmen, who are always on the spot and ready to do their utmost in any movement for the promotion of yachting. The active part taken by them in these proceedings showed that they were thoroughly interested in carrying out the objects of the club, and we trust that a warm support will second their exertions in getting up and promoting those friendly contests that cannot fail to establish a useful and agreeable maritime society, which in its operations will foster and support a wholesome spirit of emulation amongst the yachting fraternity at Kingstown, and add considerably to the ranks of practical yachtsmen. If, without giving offence to the experienced executive of this club, we might venture a suggestion, it would, perhaps, further contribute to the object they aim at. In the allocation of their prizes it might be well to arrage them so that each member of a victorious amateur crew should be placed in possession of some little memento recording his skill and prowess. A ring, a breast-pin, a small medal, or nautical device suitable as an appendage to a watchguard, would involve any very serious expense, nor deteriorate to a great extent the value of the piece of plate consti-

tuting the yacht owner's prize. Such *souvenirs* would prove additional incentives, and the greatest number of trophies, like the marks at a competitive examination, distinguish the best amateur sailors of the club at the termination of each season.

YACHTING ON THE THAMES.

THE commencement of the yachting season in the Thames is usually the precursor of much excitement and preparation for a general campaign, and the first matches of the Royal Thames Yacht Club brings to the metropolis great numbers of yachtsmen from all parts of the kingdom to witness the maiden performances of the future clippers. The season is generally commenced by the Prince of Wales Yacht Club, but on the present occasion it was the fourth to make an appearance. The first being

THE TEMPLE YACHT CLUB,

which took place on Monday, May 2. The distance was from off the Anchor and Hope Tavern, Charlton, to round the first buoy below Greenhithe Pier, and back to the starting place. The entries and stations were—

Numbered as in Hunt's Universal Yacht List for 1864.

No.	Names of Yachts.	Rig.	Tons.	Owners.
648	Little Vixen	cutter	4	Mr. Hatcham
813	Novice	cutter	6	Mr. Gardner
1205	Staunch	cutter	14	Mr. Antill
573	Isabel	cutter	5	Mr. Havard

The Isabel was entered merely to ensure a sufficient number to make a match, and after the start took no further part in the race. The signal gun to start was fired at 2h. 54m., the Vixen getting off first with a good lead. There was a fine breeze from the west, and the yachts went away at a spanking pace, the Staunch overhauling the Vixen in Erith Rands, taking first place, followed by the Novice. In this order they rounded the distance buoy:—

	h. m.		h. m.		h. m.
Staunch	4 22	Novice	4 23	Vixen	4 26

After rounding it was a dead beat to windward nearly all the way back, the Novice taking the lead, closely followed by the Vixen, who showed that her reputation for turning to windward was fully deserved.

The *Staunch* laboured under a great disadvantage, as it was only the second time she had been under weigh since she has been lengthened and newly rigged; it was evident she was not in trim as soon as she came to turning, and consequently soon dropped astern. The race between the *Novice* and *Vixen* was very close all the way back to North Woolwich Point, when the *Novice* missed stays, and the *Vixen* took first place, which she afterwards maintained. The winning boat was passed as follows :—

	h. m. s.		h. m. s.		h. m. s.
Little Vixen ...	7 15 30	Novice	7 17 5	Staunch.....	7 33 0

The prizes, consisting of cups of the value of £10, were presented to the winners at the close of the match by the Vice-Commodore (Mr. Hildersley), who was the officer of the day, and accompanied the race in his yacht, the *Mermaid*. Several other yachts were under weigh, accommodating many of the members and friends. Too much praise cannot be given to the cruise of barges and other working craft, who, when they understood there was a match on, gave way repeatedly, offering every facility in their power to the yachts competing.

ROYAL LONDON YACHT CLUB.

On May 30th the blue ensign with the City arms thereon was unfurled, and the chartered club steamer (*Queen of the Thames*) was occupied by a good company, which the rifle band enlivened with its musical strains. There was a departure from the usual course in regard to the racing ground, for on this occasion the start from Erith was ignored, and the yachts mustered at Gravesend, or more properly speaking in Northfleet Hope. Why this was the case we have not learnt, but, in our humble opinion, the arrangement was bad, more especially as there was a "soldier's wind" both going and coming, veering from S.W. to S.S.W. during the run. The different reaches from Erith to Gravesend is looked on as a fine course for trying the capabilities of yachts in running and beating, and is, moreover, admirably adapted to try the seamanship and skill of the sailing-master. However the "powers that be" in this instance willed it a neutral ground.

On approaching the station all were anxiously looking for the vessels, as three out of the five put in first appearance on the metropolitan water, and this anxiety was gratified by seeing some of the most beautiful specimens of the builder's art riding proudly at there moorings. They

comprised the following, which were arranged (commencing with southermost) thus:—

Numbered as in Hunt's Universal Yacht List for 1864.

No.	Names of Yachts.	Rig.	Ton.	Owners.	Builders.
1248	Surf..	cutter	54	G. Harrison, Esq.	Fife
1376	Volante	cutter	59	H. C. Maudsley, Esq.	Harvey
69	Astarte	cutter	75	T. Seddon, Esq.	Day & Co.
1359	Vindex	cutter	45	A. Duncan, Esq.	Millwall I.Co.
92	Banshee	cutter	53	J. Jones, Esq.	Owner

The contest was for £60 for the first vessel, £10 for the second, with half-a-minute tonnage allowance. The course laid down was from Gravesend to the Mouse and back.

After the necessary preliminaries of visiting each vessel, &c., the preparatory gun poured forth the welcome sound to the expectant crews at 11h. 0m. 50s., and in five minutes after the start took place, which was very ably effected, they nearly all got away at the same moment and showed great alacrity in setting canvas, except the Banshee, which experienced some slight difficulty in setting her square topsail, the others having done so in a few seconds. The Surf's position to the winward gave her a slight advantage, which she availed herself of by running away like an unbridled horse; this treatment her competitors could not brook, therefore the Volante shook up and bounded after her, followed by Astarte and Banshee, with Vindex last. In this position they ran through Gravesend Reach, and as they entered the Lower Hope they they presented a very pleasing picture, tailing on each other. Surf had it thus all her own way, leading by some lengths. The wind here died away, and there was every appearance of much rain, however the breeze freshened more south-westerly, and the Volante raced up to the Surf with evident intention of passing her to leeward, but although this was several times repeated it was "no go," and she dared not attempt the windward dodge, as the Blyth Sand was too near to run the risk. Off Thames Haven the Surf got away, and shifted her foresail for a smaller one, which materially assisted her. The Volante here broke her topsail yard, which retarded her, but the damage was repaired so very smartly that she did not lose her position of second, altho' of course the mishap gave the Astarte an opportunity of coming up with her hand-over-hand. Abreast the Middle Buoy the Surf was still leading, but Astarte had reached Volante, and the latter, after a struggle, got clear, and being well in the tideway, challenged the Surf, and obtained the first place.

Now the Surf and Astarte took up the contest, the latter hugging the Scotch boat so close that when she bore away from the land the bowsprit of Astarte touched her boom, and then those *agreeable signs* were displayed for the future consideration of the committee. Soon after passing the Chapman the Astarte took the lead and rapidly drew on the Volante, and when nearing Yantlet Creek were beam and beam. Off the entrance to the Medway the struggle between the two was great, and the Volante appeared at times submerged half-way up her deck; she laid down to her work evidently with an intention to contend every inch with her powerful antagonist, or become a diver. All her efforts, however, were neutralized, for a fresh breeze then blowing seemed to aid the Astrate still more, and she shot some lengths ahead. As they neared the Mouse Astarte shifted foresail, setting a balloonier, which example Surf followed, and they passed round the Mouse without any further change thus:—

	h.	m.	s.		h.	m.	s.
Astarte	2	13	10	Banshee	2	19	3
Volante	2	15	37	Vindex	2	22	51
Surf	2	17	8				

The Vixen, in passing down the Lower Hope, tore the clew out of her mainsail, and only saved it by hauling down first earing and tying it in one reef, which was done very handsomely without lowering big topsail.

They all rounded the vessel at the Mouse handsomely, and the wind having freshened considerably, the return home was accelerated. The Astarte kept the lead, and the position was observed by all the others except Banshee, which had the misfortune to carry away her mainmast about 20 feet from the deck, when all her top hamper went overboard, leaving her a complete wreck. This occurred just above Yantlet Creek, and she was towed back to Gravesend.

During the run back the Volante shifted her gaff-topsail for a jib-headed one. In the Lower Hope the leading vessels made a couple of boards before they could weather Coalhouse Point. The flag-buoy was moored opposite the Union Club House, at Gravesend, and was rounded thus:—

	h.	m.	s.		h.	m.	s.
Astarte	4	47	0	Surf	4	59	10
Volante	4	55	5	Vindex	5	4	0

Thus ended the racing for this day, but the most unpleasant part of the business now commenced—viz., investigating the protest, which occupied the sailing committee some time, and was finally settled by

the *Astarte* receiving the first prize, and the *Volante* the second. The time which the

<i>Astarte</i> had to allow	<i>Volante</i> was	8m.	0s.
"	" Surf	10	30
"	" <i>Vindex</i>	15	0
"	" <i>Banshee</i>	12	30

The *Astarte* thus won by *five seconds* only. This vessel was built with steel topsides, by Day and Son, Southampton, from the lines of Mr. D. Hatcher, the fortunate builder of several first-rate clippers. She was very ably handled by her captain (Kellaway.)

The *Volante* has been under the hands of Hatcher during the past winter, who has much improved her. She was built in 1850 by Harvey, and when in the hands of the late Mr. Craigie successfully contended against the cracks of her juvenile days. She was under the care of H. Butt. *Surf* was built by Fife last year, and competed against the *Phryne*, *Vindex*, and others at different ports, winning somewhere about £260. On this occasion J. Pittuck had charge of her. The *Vindex* was built last year by the Millwall Iron Company, from lines supplied by Hatcher. She was very successful during the season, winning £527. J. Downs had the command of her. *Banshee* is a new iron vessel, built by her owner (Mr. Jones) during the past winter, and this was her maiden race.

ROYAL THAMES YACHT CLUB MATCHES.

THIS, the largest Yacht Club in the world, commenced its racing season on the 31st of May, and the prizes offered for the two classes (*viz.* first and third) were worthy of so munificent an institution. For the first class vessels above 85 tons, a beautiful epergne, value £100 to the first vessel, and a piece of plate value £50 to the second. For the third class, exceeding 12 tons and not exceeding 20 tons, a handsome silver epergne £40 for the first vessel, and two silver goblets value £20 for the second. Time for tonnage half-a-minute per ton in both classes. The following vessels entered, and all started but *Surf*, which we were not surprised at, as her owner declared, on the previous day, he would never sail in a race where the *Astarte* was entered, and, if we can judge by *Surf* not starting, the two will never meet again.

Numbered as in Hunt's Universal Yacht List for 1864.

No.	Names of Yachts.	Rig.	Ton.	Owners.	Builders.
FIRST CLASS.					
768	Mosquito	cutter	50	T. Houldsworth, Esq.	Mare
1250	Surge	cutter	52	W. W. F. Hay, Esq.	Fife
69	Astarte	cutter	75	T. Seddon, Esq.	Day & Son
1248	Surf	cutter	54	G. Harrison, Esq.	Fife
1376	Volante	cutter	60	H. C. Maudslay, Esq.	Harvey
1259	Vindex	cutter	45	A. Duncan, Esq.	Millwall I. C.
THIRD CLASS.					
1328	Vampire	cutter	20	Capt. Commerell, R.N.	Hatcher
987	Satanella	cutter	13	Capt. F. Bennett	Aldous
298	Dudu	cutter	15	Baldock & Rudge Esqrs	Hatcher
1479	Zerlina	cutter	20	W. D. Babington, Esq.	Wanhill
21	Alexandra	cutter	15	G. Harrison, Esq.	Millwall I. C.

The above is old measurement, but the club measurement made Mosquito 59 tons, Surf 54 tons, Astarte 73 tons, the others as named.

The matches were from Gravesend to the Mouse and back, for the first class, and from Gravesend to the Nore Light and back for the third. They were all started by one gun at 12h. 6m. 40s. The wind at the time was about east by north. We shall notice the large class first, as it came more under view during the day. They all got away pretty well together, the Astarte excepted, as from the enormous size of her canvas, it took a longer time to set. The Mosquito made the first board to the north shore; Vindex first set her topsail; Mosquito rather hampered in doing so. There was rather a full anchorage of merchant and other vessels, and it was very beautiful to see the way in which the yachts wound in and out amongst them. When they got clear of this and the town, the wind freshened, and Mosquito, which was leading, made the best use of her time, followed by Vindex, Astarte, Volante and Surge last.

All was going well, when in the Hope Astarte and Volante came suddenly in contact—when going about, the Astarte boom-end caught the Volante's backstay, broke the topmast, which, with topsail-yard falling heavily on the gaff about the middle, broke that also, thus disabling Volante to continue the race—she therefore immediately bore up and returned to Gravesend. The wind was rather fresher in the lower part of the Hope, and the Mosquito, which was still leading, rattled away into Sea Reach, with Astarte ploughing after her, having collared Vindex, and passed her in the Hope. The match was now very exciting, the old admirers of Mosquito were highly pleased by her maintaining her position so long,—she was a good quarter of a mile ahead. Off Holey Haven, Vindex, which had been gaining on Astarte,

challenged for second place, and a good struggle took place, during which *Astarte* hoisted *protest* against *Vindex*; the contest between the two, in which excellent seamanship was displayed, lasted until nearing the Chapman, when *Astarte* gave her the go-by.

During this struggle, which was to the advantage of *Mosquito*, she continued the leading vessel, but greatly to the surprise of the spectators, she lowered her topsail and topmast, which we understood afterwards was caused from the fear of its going, as it showed signs of weakness; this enabled *Astarte* to draw upon her. When close together, a large schooner yacht managed, with very bad taste, to get in their way, and *Astarte* had to luff, and *Mosquito* bear away, which gave the lead to *Astarte*, although only for a short time, as just below Southend the *Mosquito* again, by a judicious board, took the lead. The rain, which had been all the morning threatening, now came down in earnest, and with much driving wind, rendering it cold and very disagreeable; this was much regretted, as some excellent sailing was going on. The wind was very strong, causing the *Astarte* to heel over fearfully. It was deemed impossible to reach the Mouse, so that preparations were made a few miles below the Nore to signal the vessels that the steamer would anchor for them to round. Three guns were accordingly fired, and the mudhook of the Prince of Wales let go, they rounded thus:—

	h.	m.	s.		h.	m.	s.
<i>Astarte</i>	3	4	20	<i>Vindex</i>	3	7	40
<i>Mosquito</i>	3	6	25	<i>Surge</i>	3	21	10

They all rounded well. The *Astarte* all staunto, but when once fairly on the return she changed her jibs, setting a huge balloon. *Mosquito* rounded with lowered topmast, but soon hoisted it, and set a square-headed topsail. The *Vindex*, which was gaining on *Mosquito*, sprung the jaws of her gaff, and was consequently handled very gently afterwards. The run up was very good, and without change; the race finishing thus:—

	h.	m.	s.		h.	m.	s.
<i>Astarte</i>	5	8	10	<i>Vindex</i>	5	12	40
<i>Mosquito</i>	5	10	10	<i>Surge</i>	5	24	50

The *Mosquito* had to allow *Vindex* 7 minutes, consequently she received first prize, and *Mosquito* the second. Mr. Maudslay generously abstaining from claiming any compensation for damage received from Mr. Seddon, the latter withdrew his protest against *Vindex*.

Return we now to third class, which notice will be brief, as, from the position of the steamer in following the first class, the manœuvring of the smaller boats were not all seen. The start was pretty well, except

the Zerlina got her halyards somewhat entangled which caused her delay. When off Tilbury the Dudu we believe was leading, with Vampire well up; Zerlina, third; Satanella fourth, and Alexandra last. This position, however, she soon showed did not suit her, as she, when fairly away, rattled after her compeers, overhauling and passing each successively, until half way down the Hope, when she challenged Dudu, and a fine race ensued between them. The Vampire shifted her topsail, as did Dudu. Off Mucking Light their positions were—Dudu first, Alexandra second; Vampire third; the others considerably in the rear.

Off Thames Haven the Alexandra got the lead, in consequence of the Dudu being compelled to go about by a coasting-vessel in her course; and the result was she not only lost the lead, but the Vampire spurted into second place. This order continued until off Leigh, when the fresh breeze enabled Vampire and Dudu again to race up, when, unfortunately at this critical moment the Alexandra's main halyard gave way; and as it was impossible to repair it before rounding the flag-boat about a mile below Southend, she fell into third place, which she occupied until the finish, and as no particular changes took place they arrived at the flag-buoy off Rosherville thus:—

	h.	m.	s.		h.	m.	s.	
Vampire	4	52	35	Alexandra ...	4	58	30	Zerlina (not timed)
Dudu.....	4	58	0	Satanella	5	4	10	

The Vampire (steered by Samuel Truckle), received the first prize, and the Dudu (steered by Oakley), second prize. The Zerlina was a new boat, by Wanhill; the Satanella, by Aldous; and Dudu, by Hatcher. The whole of which we hope to see occupy a prominent position before the close of the season. The Prince of Wales was chartered on this occasion, and the band of the Royal Blues attended, the sweet music of which was poured forth in the fore saloon, for the deck was untenable to all except those officially engaged. The incessant rain and driving wind rendered the day one of the most disagreeable we have ever experienced on the Thames.

PRINCE OF WALES YACHT CLUB.

THE first matches of this Club were sailed on June 1, when a late tide necessitated a late start. The prizes were a silver cup value £25, presented by the Commodore, G. Harrison, Esq., for yachts not exceeding

10 tons. The entries were as follows, the whole being moored off Erith Church:—

Numbered as in Hunt's Universal Yacht List for 1864.

No.	Names of Yachts.	Rig.	Ton.	Owners.	Builders.
FIRST CLASS.					
298	Dudu	cutter	15	Baldock & Rudge, Esqrs	Hatcher
435	Folly	cutter	12	W. L. Parry, Esq.	Hatcher
987	Satanella	cutter	12	Capt. P. Bennett	Aldous
21	Alexandra	cutter	15	G. Harrison, Esq.	Millwall L. C.
SECOND CLASS.					
1370	Vision	cutter	8	G. Harrison, Esq.	St. Byrne
8	Ærolite	cutter	8	J. P. Dormay, Esq.	Owner
24	Algerine	cutter	19	F. Rosoman, Esq.	Payne

The course was from Erith to the Chapman and back, with half-a-minute per ton allowed for difference of tonnage in each class. All being ready the start took place at 12h. 45m. 30s. In these small yachts a great degree of smartness is observable, the size of canvas being more convenient to handle. The Vision was first covered and sails sheeted home, Dudu next, then Alexandra. The wind at the start was about E.N.E. The Alexandra was more in the tideway, and although the wind was very light she managed to fetch into Erith Rands without a tack. The Algerine was soon in company, and when they tacked to the south, Algerine got a fine start, and weathered on Dudu and Satanella. In going into Long Reach Folly had overtaken Dudu, and they beat down thus:—Alexandra first, with Folly second, gaining rapidly on her leader, and Dudu striving to oust the second from her position. Dudu shifted topsail before entering St. Clements, where Dudu challenged Folly, and having put her about, took second place. In Northfleet Hope Folly again supplanted Dudu, and dashed up to Alexandra. The wind, which had been light, now freshened, and the Folly, carrying a large balloon topsail, passed Alexandra, which shifted topsails off Rosherville, which enabled the Folly to increase her lead very considerably. In entering the Hope the Dudu was third, but nearing Coal House Point she took a fresh start and challenged the Alexandra, which she passed; and, racing after Folly, by the time they had neared Shell Haven she had collared her, and taken first place. In this order they continued until they rounded the steamer which was anchored nearly off Leigh:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Dudu	4	18	45	Satanella	4	29	30	Vision	4	37	36
Folly	4	19	15	Algerine	4	30	50	Ærolite	4	48	5
Alexandra ...	4	21	15								

The Folly carried a large topsail all the way down, which it was thought rather impeded her speed. As soon as they had rounded, up went balloon topsails, and much speculation took place respecting the weatherly qualities of the different yachts, Folly and Alexandra being the favourites, as they were best known, and a sharp match was expected between the two, but it was soon decided, for the Alexandra's pilot, being desirous of sailing her very fine, stood rather too close to the Blyth (a favourite spot of his), and when we passed her she was comfortably resting on the sand, where she remained alone in her glory for about an hour, when the rising tide lifted her from her bed, and she came in quietly to Erith.

During this the Folly had advanced on Dudu, and it was not until after a considerable time that she got the slightest chance of getting ahead, which, when the favourable moment arrived, she luffed across her rival's bows, and passed her, wind and tide in favour, and having to jibe round the several points these vessels repeatedly neared each other, but they arrived as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Folly	6	52	20	Algerine	7	6	15	Vision	7	7	50
Dudu	6	53	17	Satanella	7	7	20	Ærolite (not timed)			

The Algerine received the Commodore's prize, and Folly club prize. This was the first appearance of the former on the Thames, and she was under the direction of Hatcher. She was built by Payne, of Southampton, last year, and was successful in four matches out of five. We need not notice the others, as they have been already described.

The Club steamer, on this occasion, was the Oread, with that obliging mariner (Capt. Wheeler) in command, who does his utmost to give his passengers a good view of the contest throughout.

OPENING CRUISE OF THE NORTHERN YACHT CLUB.

Took place May 19th, the place of rendezvous appointed being Gourock Bay. During the early part of the morning a pleasant breeze blew from the eastward, giving promise of steady increase as the day advanced; about ten o'clock, however, the wind suddenly died away. From the absence of wind, many of the yachts which would otherwise have been present at the start were unable to be forward. About one o'clock a gun fired from the shore gave the signal for starting, when the following yachts weighed anchor;—Wave, 27 tons, J. Smith, of Jordanhill, Commodore; Reverie, 41 tons, F. Powell, Rear-Commodore; Æolus, 62 tons, club yacht; Circe, 128 tons, D. Richardson; Fiery Cross, 53 tons, J. Sterling; Diamond, 18 tons, J. E. Reid; Murmur, 16 tons, S. King, &c. The Commodore

shifted his flag on board the *Æolus* club yacht, and took command of the fleet down channel. After rounding the Cloch, a slight breeze set in from the north-west, which enabled the yachts to reach Rothesay Bay by six o'clock p.m., where they anchored for the night.

Friday morning broke with thunder rolling in the distance and heavy rain. On a signal from the *Reverie*, the Rear-Commodore's yacht (the Commodore not being able to proceed farther), the various yachts got under weigh for Garroch Head. The start was a most interesting sight. The *Onda*, 20 tons, which had joined the fleet late on the previous evening, got the lead, rounding Bogany Point 10h. 30m., closely followed by the other yachts a boat's distance from each other, in full sail, in the following order :—*Fiery Cross*, *Circe*, *Æolus*, *Reverie*, and *Diamond*. A stiff and gradually increasing breeze was blowing off the Bute shore, and some smart puffs, when nearing Kilchattan Bay, caused some of the vessels to take in their topsails. Here the sailing qualities of the *Circe* and *Æolus*, came into play, the *Circe* gaining the lead, and the *Æolus*, which had fallen behind the *Reverie*, making fast to regain her original place, as at the start. At Garroch Head the Rear-Commodore hove-to, and signalled the yachts to make for Adrishalg. The wind now rather lulled, and had veered round towards the north, causing a dead beat to the anchorage for the night. The clouds also cleared away, and promised a better afternoon. Topsails were again set, and now came the question which yacht would be the first at Adrishalg. There could be no finer sight for a yachtsman than the manner in which the various vessels were handled, and no doubt there was a keen desire on board each yacht to make the most of everything. The fleet here stood as follows :—*Circe*, *Fiery Cross*, *Æolus*, *Reverie*, and *Onda*. The three first stood towards the Bute shore on the port tack, the *Reverie* and *Onda* reaching out on the starboard tack to the Arran shore. Here a slant of wind off shore favoured the two latter, and when off the Cock of Arran the *Reverie* and *Æolus* had shaken themselves clear of the rest of the fleet, and a neck-and-neck contest for the lead ensued; but the heavier tonnage of the *Æolus* enabled her to draw herself to windward of the schooner, which position she maintained, arriving at Adrishalg at 6h. 10m. The *Reverie* came next, with the *Circe* about a length astern, the *Fiery Cross* and *Onda* following shortly after.

On Saturday morning anchors were weighed sharp at nine o'clock, and orders given to make for Skipness Point in the first instance. The morning was fine, and the yachts run quickly down the loch before a gentle breeze from the north-west, arriving off Skipness in the following order :—*Circe*, *Reverie*, *Fiery Cross*, *Æolus*, and *Onda*. After heaving-to the Rear-Commodore made the signal to proceed round the south end of Arran and rendezvous in Brodick Bay. Here Fyfe's new clipper, *Kilmeny* 30 tons, A. Finlay, Esq., joined the fleet for a short distance, and although light in ballast, seemed likely to prove a formidable opponent. The *Fiery Cross* parted company, and the *Æolus* established a good lead, the other yachts having hugged the Cantyre shore too closely. On rounding the south end

of Arran the wind fell light, and the *Circe* gradually overhauled the *Æolus* and took the lead. Off Whiting Bay the wind came down in severe squalls causing the leading yachts to shorten sail—the *Circe* arriving first at Brodick, *Æolus* second. The squalls were so sudden and severe that the jaws of the fore and main gaffs of the *Reverie* were snapped and twisted, which forced her to come-to at Lamlash to have them repaired; in the evening, however, she rejoined the fleet. The cruise here terminated, the various yachts finding their way to their respective moorings. On the whole, the opening cruise was a most successful one, the weather being such as to try the gear of the yachts most thoroughly. It was a matter of regret that the venerable Commodore could not proceed farther than Rothesay. His duties, however, were most ably discharged by the Rear-Commodore, Mr. Powell, whose schooner seems very much improved by the extra keel given her during the winter.

CLYDE YACHT CLUB.

THE opening cruise of the yachts belonging to this young and rising club took place on Saturday, the 4th inst., and was one of the largest and finest turn-outs at an opening cruise witnessed on the Clyde, there being over twenty yachts present on the occasion. Fortunately the weather was very favourable, a good breeze having sprung up in the morning from the west-south-west. The club is just some eight years old, having been started on the Model Yacht principle, and, until the end of the season, having the name of the Clyde Model Yacht Club; but this year it has dropped the "Model," and starts for the season as the "Clyde Yacht Club." This change was considered advisable, the club having extended its dimensions so considerably, and it has now all the advantages of the other older and larger clubs. We observe from the club's list that it has 90 members, and a fleet of 57 vessels, comprising 41 cutters, 8 schooners, 4 screw steam schooners, 2 yawls, 1 lugger, and 1 latteen.

The members sat down to breakfast in Mr. Clark's hotel, Gourrock, about 10 o'clock—the vice-commodore of the club, John Eaton Reid, Esq., presiding; and J. A. Lockett, Esq., officiated as croupier. Amongst the gentlemen supporting the chairman and croupier, we observed the Rev. R. Jackson, Cuppage; J. M. Forrester, Esq.; George Bell, Esq.; William York, jun., Esq.; Thomas Falconer, Esq.; Adam Teacher, Esq.; A. Brocks, Esq.; D. McMaster, Esq.; J. McCullum, Esq.; William Teacher, Esq.; George Grever, Esq.; J. H. Fyfe, Esq.

The vice-commodore, in the absence of the commodore (the Hon. G. F. Boyle), hoisted his flag on board the fine screw-steam yacht *Valetta*, which Mr. Boyle kindly sent down to Gourrock for the occasion, under charge of H. H. Richardson, Esq., and at 11h. 30m. Mr. Reid hoisted the signal up anchor. The fleet then cruised about Gourrock Bay till 12 at noon, when the signal to start for Dunoon was given. An animated scene then followed, as the

various yachts stood out, with a fine W.S.W. breeze towards the mouth of Lochlong, with their main, foresail, and jibsails all set to the wind. Amongst those that started from Gourrock were the Lily, John Ure, Esq.; Ripple, C. Henderson, Esq.; Scud, J. G. Hamilton, Esq.; Diamond, J. E. Reid, Esq., V.C.; Ruby, T. Falconer, Esq.; Armada, G. Bell, Esq.; Fairy Queen, S. Grant, Esq.; schooner, Reverie, F. Powell, Esq.; schooner, Snake, J. A. Lockett, Esq., R.C.; Pet, J. Bell, Esq.; Emily, A. Teacher, Esq.; Coolin, T. Stevens, Esq.; Red Deer, G. Mitchell, Esq.; Nautilus, J. Fyfe, Esq.; Brunette, R. Sharp, Esq.; Lesbia, D. J. Penney, Esq.; Murmur, S. King, Esq. There also joined the fleet on the way down the Thetis, A. Spenser, Esq.; Bedouin, G. Smith, Esq.; Carina, Major Boag; Harriet, W. B. Ogilvie, Esq.; and two strange yachts, one of which belonged to the Royal Mersey Club, making in all 22 sailing and one steam vessel. The fleet from Lochlong stood down channel with a fine leading breeze from the north-west, the wind having changed with a shower of rain; they then tacked over to Dunoon, where the commodore hoisted the signal for Rothesay. The vessels then tacked down for Rothesay Bay. The Lesbia, Mr. Penney's new yawl, took the lead shortly after leaving, and kept it all the way down, acquitting herself in a most admirable manner, and gave proof that she will be rather a formidable rival to some of the crack racing crafts. The schooners Reverie, Bedouin, and Snake followed, and kept well together. The Armada, Emily, Diamond, and Scud, of the cutters, had a fine contest, and all displayed good qualities and excellent seamanship. The commodore's steam-yacht Valetta, which had a large party of gentlemen on board, kept cruising about the yachts during the course down channel, but after seeing them all making for Rothesay she left them at Innellan, and proceeded to moorings in Rothesay Bay, where the yachts came in and surrounded her as follows:—Lesbia, Reverie, Bedouin, Snake, Harriet, Armada, Emily, Diamond, Pet, Scud, Ruby, Murmur, &c.

The cruise, on the whole, was a great success, and must be very gratifying to the members of the club, and to none more than the active and obliging secretary, Mr. George Bell, and the committee.

YACHTING IN FRANCE.

At Bordeaux Regatta some good matches were sailed. The prize offered for yachts of the first category was not competed for; that offered for the second category was won by Zampa; that for the third category by Mystere, and that for the fourth category by Firfly. At the first day of the present season the competition was between yachts of 20 feet and less, and twenty competitors appeared. The winner of the first prize, Amelie, M. Marengo, accomplished the distance in 3h. 42m. 25s.; the second prize went to Ecrevisse, M. Labayle, which finished the course in 3h. 50m. 25s.; the third prize to Le Viola, M. Victor, 3h. 55m. 25s.; and the fourth to Bissexill, M. Victor, 3h. 56m. 41s. The winner, Amelie, did not belong to

the port of Bordeaux, but was constructed at Paris for Marseilles, where she has met with much success. At Marseilles Regatta the breeze was very feeble. The first prize offered for yachts of the large series was won by Euxène, the second prize by Felix, and the third by Zephyr. The first prize in the medium series was won by Courlia, the second by Etincelle, and the third by Albatross. In the small series the first prize was won by Hazard, the second by Intimes, and the third by Papillon.—The Societe des Regattes Parisiennes proceeds with its matches at Argenteuil. At the last meeting the match was between yachts of the second and third series, and there were fifteen competitors, seven of the second series, and eight of the third. The wind, as at the two preceding matches sailed this year, was again, from the north-east, and a great number of boards had to be made by the competing yachts, as they struggled three times round the basin (11½ miles). The two series started at an interval of five minutes, so as not to impede each other in getting under weigh; the second series at 1h. 5m., and the third series at 1h. 10m. The course was completed by the eight leading yachts as follow :—The New York, M. More (third series), 3h. 14m. 15s.; the Comte Cavour, M. Benoist Champy (second series), 3h. 16m.; the Petit Tentamarre, M. Tugelet (second series), 3h. 17m.; the Heron, M. Regnaolt (second series), 3h. 30m. 15s.; the Atalante, M. Barre (second series), 3h. 37m. 15s.; the Destin, M. Potrel (third series), 3h. 48m.; the Zampa, M. Fournier (third series), 4h. 52m. 57s.; and the Colibri, M. Grosset (third series), 4h. 58m. The result of this match, as regards the New York is very striking, when it is considered that this American clipper is eleven years old, and that she is the smallest craft in the Parisian flotilla.

REGATTAS AND MATCHES.

- June 4.—Royal Thames Yacht Club—Ocean Match to Harwich
 4.—Clyde Yacht Club—Opening cruise—Gourock Bay
 4.—Prince Alfred Yacht Club—Second class yachts
 9.—Norfolk and Suffolk Yacht Club—Regatta at Cantley
 11.—Prince Alfred Yacht Club—Fourth and fifth class yachts
 14.—Royal London Yacht Club—Second and third classes, Erith to the Nore and back.
 15.—Royal Thames Yacht Club—Second and fourth class yachts, Gravesend to the Nore and tack
 16.—Royal Thames Yacht Club—Schooners, Gravesend to Mouse and back
 18.—Prince Alfred Yacht Club—Third class yachts
 21.—Royal Western Yacht Club of Ireland—Regatta
 25.—Bray (Ireland) Regatta
 25.—Prince Alfred Yacht Club—Schooners and yawls
 27.—Temple Yacht Club—Sailing Match
 29.—Banelagh Yacht Club—Sailing Match, North Woolwich to Gravesend and back to Erith.
 30.—Royal Mersey Yacht Club—Regatta
 30.—King's Lynn Royal Regatta—Eau Brink Cut

TO CORRESPONDENTS.—Several articles stand over until our next.

All Communications to be addressed 6, New Church Street, N.W., London.

HUNT & Co., Printers, 6, New Church Street, Edgware Road N.W., London.

HUNT'S YACHTING MAGAZINE.

JULY, 1864.

YACHTS AND YACHTING.*

BEING A DESCRIPTION OF THE BUILDING, MASTING, RIGGING, SAILING, AND
GENERAL MANAGEMENT OF YACHTS.

CHAPTER XXXV.

HAVING in my two previous chapters treated upon tidal and weather phenomena, selecting such points as I hoped would prove useful in drawing the particular attention of yachtsmen, I will, in the present, offer some observations relative to the instruments used to afford indications of approaching weather. Of these it is almost needless to say the principal is the barometer. Mr. Piddington, the well-known and able Meteorologist propounded the axiom that "The man who watches his barometer, watches his ship." The atmosphere which surrounds the earth extends above the surface to nearly the same height in all directions, and presses equally upon every part of the surface, continents, islands, oceans, and seas, with an average pressure of fifteen pounds to the square inch. It is probable that the simple experiment of plunging a glass tube in a vessel of water, sucking the air out of the upper end by the mouth, and observing the water rush in to replace the abstracted air, first drew attention to the subject of atmospheric pressure, and led to the means of weighing a column of air, reaching from the surface of the earth to the top of the atmosphere, with as much ease and accuracy as if it were weighed in a delicately poised balance.

* Continued from page 265.

In the experiment of the tube and water, the water ascends when the pressure of the air within the tube diminished by the suction of the mouth becomes less than the pressure of the external air upon the water in the open vessel; this latter pressure preponderating forces the water up in the tube to a certain height, and the weight of this column of water within the tube will exactly equal the excess of the weight of a corresponding column of air, reaching from the surface of the earth to the top of the atmosphere, over the pressure of whatever amount of air is left in the tube: it follows, therefore, that could a tube be produced to a sufficient length, and were it possible to exhaust this tube by the suction of the mouth, a column of water would ascend in the tube of a weight exactly corresponding to that of a column of air extending from the surface of the earth to the top of the belt of atmosphere that surrounds it. The great experiment which confirmed this theory was made by Pascal, at Rouen, in 1646; a tube was constructed 46 feet in length, and as the suction of the air from it was, at that period, considered impracticable, one end of the tube was closed securely and the tube filled with water; it was then inverted in a reservoir of water, and being placed in a perpendicular position the stopping was removed from the upper end, when the water subsided in the tube, but, instead of altogether falling into the reservoir, it remained suspended in the tube at a height of 34 feet above the level of the water in the tank, the remaining 12 feet of the tube being empty; it followed, therefore, that this column of water exactly balanced a corresponding column of air extending from the surface of the reservoir to the top of the atmosphere. The observations of ancient philosophers led them to the conclusion that whenever a solid or a liquid was by any means removed, the surrounding air immediately rushed in to fill the space thus deserted, and hence they adopted the physical dogma that "Nature abhorred a vacuum."

Galileo, when consulted upon the sinking of a pump at Florence, in the middle of the seventeenth century, the engineers of which could not raise the water in the pipe higher than 32 feet, defined Nature's abhorrence of a vacuum to extend to 32 feet, but that beyond such a height her dislike was not carried. For some time this problem did not receive any further more satisfactory solution until Torricelli, Galileo's famous pupil, directed his attention to it; he considered that whatever cause sustained a column of water in a

pump, the measure of the power thus manifested must be the weight of the column of water sustained, and consequently if another liquid were used, heavier bulk for bulk than water, the same force would sustain a column of that liquid, having less height in proportion as its weight would be greater. He therefore selected mercury, as of a proper weight, which, by enabling the column sustained to be much shorter, would render the experiment more manageable. Mercury, bulk for bulk, being $13\frac{1}{2}$ times the weight of water, it followed that if the force imputed to a vacuum could sustain 34 feet of water, it would necessarily sustain $13\frac{1}{2}$ times less, or about 30 inches of mercury: Torricelli, therefore, proceeded to make his famous experiment, little thinking what a sensation it would create in the scientific world, or that he was about to define a principle that would lead to the invention of one of the most important meteorological instruments of after ages. He took a glass tube 40 inches long, open at one end and hermetically sealed at the other; this he filled with mercury, and applying his finger to the open end to prevent it escaping, inverted the tube and plunged it into an open vessel containing a quantity of mercury. On removing his finger, exactly the result he had anticipated occurred, the mercury subsided in the tube until its surface was at a height of 30 inches above that of the mercury in the cistern; this was the statement imputed to Galileo, that Nature's abhorrence of a vacuum extended to a height of 32 feet, clearly refuted, since in this case it was limited to 30 inches.

Torricelli's reasoning on the true cause of this phenomenon was, "That the weight of the atmosphere acting upon the surface of the mercury in the cistern, supported the liquid in the tube; but the surface of the liquid in the tube being excluded from contact with the atmosphere, was free from the pressure of its weight; and the column of mercury in the tube being pressed upwards by the weight of the atmosphere pressing upon that in the cistern, and not being pressed downwards by any other force, was in a state of equilibrium. To confirm this, he broke the sealed top of the glass tube, when the air being admitted, the column of mercury immediately fell into the cistern, because the admission of the air upon the top of the column in the tube, balanced the pressure on the surface of the cistern, and there being no longer any force to sustain the column in the tube, and hold it in equilibrium, it fell to the level of the mercury in the cistern." Further, to confirm the fact that both mercury and water

were supported from the same cause, namely, the pressure of the atmosphere, Torricelli placed a certain quantity of water upon the surface of the quicksilver in the cistern; as long as the open end of the tube was held below the quicksilver, the column of that in the tube remained at the height of 30 inches, but upon its being raised to the bottom of the water, the column of mercury fell out of the tube, and the water rushed in, filling the whole tube, and would of course have risen to a height of 32 feet, had it been long enough. Thus was discovered the famous Torricellian tube, which has been the subject of numberless experiments by scientific men; but its principles remain precisely the same, and are those applied in the construction of the common barometer.

Like all new discoveries tending to disarrange or explode long-established doctrines, Torricelli's was for some time looked upon with an eye of suspicion by scientific men, until the celebrated Pascal put it to a test that for ever set at rest further doubt about it. "If," reasoned he, "it be really the weight of the atmosphere under which we live that supports the column of mercury in Torricelli's tube, we shall find, by transporting this tube upwards in the atmosphere, that in proportion as it leaves below it more and more of the air, and has consequently less and less above it, there will be a less column sustained in the tube, inasmuch as the weight of the air above the tube, which is declared by Torricelli to be the force which sustains it, will be diminished by the increased elevation of the tube."

Torricelli's tube was therefore carried to the top of a lofty mountain called the Pay-de-dôme, in Auvergne, and the height of the column correctly noted during the ascent. It was found that Torricelli's principle was correct; that the column of mercury in the tube gradually decreased in height, as the instrument was carried to a greater elevation. This experiment was repeated upon a high tower in Paris, with the same success, establishing the fact beyond further doubt, that the column of mercury in the tube, as well as the column of water in common pumps is sustained, neither by suction, or by Nature's abhorrence of a vacuum; but simply by the pressure of the atmosphere acting in the one case on the surface of mercury in a cistern, and in the other on the surface of water in a well.

We must remember in considering the principles and construction

of the barometer, that our atmosphere is of varying density; air is compressible without limit, and not only compressible but expandible; the air which surrounds us at the surface of the earth, is the lowest stratum of the atmosphere, and is compressed by the weight of a series of strata above it, which weight as before stated, averages 15lbs. to the square inch of surface at the earth. If any portion of this air be subjected to double the pressure, it will be contracted to half the bulk, and acquire double the density: or *vice versa*, if relieved of half the pressure, it will expand twice as much in bulk and have half the density; thus the density of the atmosphere is augmented or diminished in proportion to the pressure to which it is subjected; from these properties of the air we find that as we ascend from stratum to stratum the density becomes less, because the quantity of air decreasing continually, the pressure on each stratum is proportionally decreasing, and the density must become proportionally less. This is the cause of rarefaction of the air, it becoming indefinitely thinner and rarer at great heights, so much so that in ascending very high mountains, great difficulty is experienced in breathing, and aeronauts record similar facts attending balloon ascents. It is these properties of compression and rarefaction, or expansion, that generate winds, and it is by measuring the weight of the atmosphere by which we are surrounded, which the barometer enables us to do, that we are enabled to anticipate coming weather, and also to measure the heights of mountains. The name "barometer" is derived from two Greek words, "baros," signifying weight, and "metron," measure. In the construction of this instrument several precautions are necessary in order to render them generally useful; for instance, that their indications should be in perfect accordance, so that two barometers brought from different places should exhibit similar altitudes, for if the barometric columns were unequal, the observations made by them when separated, would not admit of comparison, inasmuch as the difference of pressure recorded at different positions would not indicate the true difference of the atmosphere at those places, but might be true to the faulty construction or difference of material in the instruments themselves. The mercury that is used requires great care in its preparation, so that it may be perfectly pure and free from admixture with any other substance; solid impurities, such as dust and dirt must be effectually got rid of, and this is done by squeezing the

mercury through a chamois leather bag ; which by not permitting solid particles to pass through its pores, strains the mercury thoroughly : liquid impurities are disengaged by boiling it, which, as they are expelled by evaporation at a much lower temperature, takes place long before it reaches the boiling point. The next step after purifying the mercury is to see that the glass tube for containing it is perfectly clean and free from damp ; it must therefore be well cleansed by internal friction, and warmed over the flame of a spirit lamp from end to end, so as thoroughly to evaporate any moisture remaining, and to ensure its being perfectly dry.

The filling of the tube with the mercury is the next operation ; this is effected with a funnel made for the purpose, and in order to get rid of the air, which despite of all precautions, will more or less be mixed with the quicksilver, and enter into the tube through the funnel, a column of about ten inches is introduced at first ; the tube and mercury contained in it are then heated by means of a spirit lamp until the temperature is raised above that of boiling water, by which means any air or moisture that remains is expanded or evaporated ; and the quicksilver being heated to nearly the same temperature as the tube to avoid the danger of cracking the latter, the operation is continued until completed. It is of great importance that no portion of air or any other elastic fluid should be in the tube above the column of mercury, as if there should be, a depressing action will ensue, and the mercury, instead of truly representing the pressure of the atmosphere, will express that pressure less the pressure of the air or other fluid that remains in the tube above the mercury. To ascertain if this be the case, the barometer should be suddenly inclined from a vertical position, when the mercury will strike the top of the tube an audible blow, sharp, distinct, and well defined, if there is no air there ; but if the smallest quantity be present, the concussion will sound dull or indistinct as off a cushion, and such a barometer must be rejected.

The column of mercury of the barometer has been found to be subject to two species of variations ; one is periodical, and extremely minute in amount, the other ranges to a greater extent, and comes under the denomination of contingent or accidental ; the periodical variations although so minute are very complicated. In winter the mercury attains its greatest height at nine in the morning ; falls from this hour to 3 P.M., and rises again to another maximum at

9 in the evening. In summer the greatest height is attained at 8 A.M., it then falls until 4 P.M., and rises to a second maximum at eleven at night; in the spring and autumn these variations take place at intermediate hours. The accidental variations of the barometer are those which take place irrespective of the periodic variations, and being consequent upon sudden or gradual changes in the density of the atmosphere, prognosticate corresponding changes of weather, from whence the barometer receives the designation of weather-glass. The barometer shows whether the air is getting lighter or heavier, or is remaining in the same state; the mercury falls as the air becomes lighter, rises as it becomes heavier, and remains at rest while the air is unchanged in weight; in our latitudes the average change, or rise and fall of the barometric column is nearly three inches, viz., between about 30 inches and eight-tenths (30·8), and less than 28 inches (28·0), upon extraordinary occasions; but the usual range is from about 30½ (30·5) to about 29 inches (29·0). Near the Line, or in equatorial regions, the general range is but a few tenths, except in storms, when it sometimes falls to 27 inches (27·0). The barometer, falling considerably below its average height is at once an indication that some considerable change is about to take place, and when it falls low, as for instance in our climate, to near 29 inches, or below it, a gale is certain to follow; indications of approaching changes of weather, and the direction and force of winds, are shewn less by the height of mercury in the tube than by its falling or rising; a height of about 30 inches (30·0), at the level of the sea, is indicative of fine weather and moderate winds.

As I have endeavoured in these chapters to collect together a general mass of information upon all subjects that bear upon yachting, so that when bound together they may be found useful for reference; and as that of the barometer with the nature of the indications, and the conditions under which certain values may be attached to these indications, should be well studied by yachtsmen, I have culled from the writings of the best known authorities who have compiled rules based upon the combined observation, study, and personal experience of various individuals, further confirmed, and found to be in accordance generally with the results obtained by such eminent philosophers and meteorologists as Humboldt, Herschel, Sabine, Reid, Fitzroy, Redfield, Espy, and many others.

It is scarcely necessary to suggest to yachtsmen that none but a really good barometer should be allowed on board, and such can be obtained, ranging in price from four guineas up to twenty; the more expensive are generally mounted in elaborately-carved cases, but it is not the shell, but the works that should be looked to.

A thermometer on the same frame as the barometer will be found useful, but some prefer having it a separate instrument; it should always be borne in mind that the *barometer* measures the *weight* of the atmosphere, and the *thermometer* *heat* and *cold*, or the *temperature* of the atmosphere. A thermometer having a piece of linen tied round the bulb, *just moistened* with water, and kept so by a thread or wick from a cup is called a wet thermometer; and for ascertaining the dryness or moisture of the air, the simplest and surest method is by comparing it with a dry bulb thermometer, cooled by evaporation as much as the state of the air admits. The wet bulb thermometer will indicate a temperature nearly equal to that of the dry one, when the atmosphere is extremely damp or moist; but when the air is dry and evaporation proportionate, it will show a much lower temperature. From four to eight degrees of difference is the average of this climate, and as far as twelve or fifteen on extraordinary occasions; seven is considered a healthy average for rooms for living in.

With these three instruments we have the means, therefore, of ascertaining the *weight*, the *heat* and *cold*, or the *temperature*, and the *moisture* or *dampness* of the *atmosphere*, with as much nicety as if we weighed it for each respective condition in a diamond merchant's balance. The atmosphere is lightest when charged with vapour; then it is that the mercury falls, because the air is not so heavy as in its dry state, and consequently it cannot support the column of mercury at so great a height in the tube; and the contrary effect is produced during fair weather. Atmospheric air is specifically heavier than vapour, that is, a given quantity of dry atmospheric air will weigh heavier than the same quantity of unconfined vapour. A barometer should be carefully hung in a yacht's cabin, the gimbals playing easily, and the springs so adjusted that it may always hang in a perfectly vertical position, and be held in check from any sudden shock communicated by the vessel's motion in a disturbed sea. Some barometer arms, or brackets, are made to fold back, so that the instrument may lie close to the bulk-head,

as if it was nailed to a wall, when the vessel is at anchor, in order to get it out of the way; but it is much safer, and less liable to disarrangement, if a position be selected where this folding joint can be dispensed with, for it is sure to get hard knocks, and risk the breaking of the tube of a good instrument; and if through inadvertency it be folded back when a yacht is under weigh, or rolls or pitches at her anchors, it will not record truly from the oscillation of the quicksilver.

I will now give a series of rules that meteorological observers have from time to time published as the results of their observations, by which weather may be prognosticated from the fluctuations of the mercury in a barometer tube. From a careful study and comparison of all these, a brief code may be selected by yachtsmen for general guidance both at sea and on shore.

First Series.

1. The barometer is highest of all during a long *frost*, and it generally rises with a north-east wind, and the reason assigned is, that long frost greatly condenses the air, and the more condensed the air is the greater is its pressure on the mercury of the barometer. The north-east wind has the same effect, being both cold and dry, and therefore condensed and heavy.

2. The barometer is lowest of all during a thaw following a long frost, because the air then becomes saturated with vapour, which makes it lighter. The barometer is also very low during south-west winds, because those winds are heavily laden with vapour.

3. While the barometer stands below thirty the air is sure to be dry or very cold, or both, and no rain may be expected. Very dry air absorbs the moisture and will not part with it in the form of rain, and very cold air is so much condensed that it has already parted with much of its moisture.

4. When the barometer stands very low indeed there will never be much rain, although a fine day will seldom occur. At such times short heavy showers with squalls of wind may be expected. When the barometer is very low the air must be very warm, or very moist, or both; but the air will not part with its moisture but absorb more, until a cold air is introduced; this will condense the vapour—that is, there will be rain, but the barometer will not remain at its extreme depression.

5. In summer, after long-continued fine weather, the barometer will fall for two or three days before the rain comes. If the fall of the mercury be very sudden a thunder-storm may be expected.

6. If the barometer is low during very fine weather the face of the sky will soon be overcast.

7. Dark, dense clouds will pass over without rain when the barometer is high ; but if low it will often rain without any appearance of clouds.

8. If in frosty weather it begins to snow the barometer generally rises to thirty, where it remains so long as the snow continues to fall. If after this the weather clears up very severe cold may be expected.

Second Series.—Fall of the Barometer.

1. In *very hot* weather the fall of the mercury denotes *thunder*. Otherwise, a sudden fall denotes high wind.

2. In *frosty* weather the fall of the barometer denotes thaw.

3. If *wet* weather happens soon after the fall of the barometer expect little of it.

4. In wet weather if the barometer falls expect much wet.

5. In fair weather, if the barometer falls much, and remains low, expect much wet in a few days and probably wind.

6. The barometer sinks lowest of all for wind and rain together ; next to that for wind—except it be an east or north-west wind.

Rise of the Barometer.

1. In *winter* the rise of the barometer denotes frost.

2. In *frosty* weather the rise of the barometer indicates snow.

3. If fair weather happens soon after the rise of the barometer expect but little of it.

4. In *wet* weather, if the barometer rises high, and *remains so*, expect continued fine weather in a day or two.

5. In *wet* weather, if the mercury rises suddenly very high, fine weather will not last long. If the motion of the mercury be unsettled expect unsettled weather.

The barometer rises highest with north and east winds, for all other winds it sinks

Third Series.

1. Generally the rising of the mercury indicates the approach of fair weather ; the falling of it shows the approach of foul weather.

2. In sultry weather the fall of the mercury indicates coming thunder; in winter the rise of the mercury indicates frost; in frost its fall indicates thaw, and its rise indicates snow.

3. Whatever change of weather suddenly follows a change in the barometer may be expected to last but a short time;—thus, if fair weather follow immediately the rise of the mercury there will be very little of it; and, in the same way, if foul weather follow the fall of the mercury, it will last but a short time.

4. If fair weather continue for several days, during which the mercury continually falls, a long succession of foul weather will probably ensue; and again, if foul weather continue for several days while the mercury continually rises, a long succession of fair weather will probably succeed.

5. A fluctuating and unsettled state in the mercurial column indicates changeable weather.

Fourth Series.

1. If the barometer begins to fall slowly and steadily after a long continuance of dry weather, rain will certainly follow, but if the fair weather have been of long duration, no perceptible change may take place for some days, and the longer the time which elapses between the fall of the barometer and the commencement of the rain, the longer will be the subsequent continuance of the foul weather.

2. The preceding rule may be inverted. If the barometer begins to rise slowly and steadily, after a long continuance of rainy weather, fair weather will certainly follow; and if several days elapse between the rise of the barometer and its commencement, it will have so much the longer continuance.

3. If in either of these cases the changes follow promptly upon the motion of the mercury, the new state of the weather will not be of long continuance.

4. If during two or three days successively, the barometer rises slowly and steadily, rain, nevertheless falling constantly, fair weather will certainly follow, and *vice versa*. But if the barometer rises during rain, and then fall at the commencement of fair weather, the fair weather will be very transient, and *vice versa*.

5. A sudden fall of the mercury in spring or autumn is followed by high winds; in summer, and especially during sultry weather, it is followed by a thunder-storm. In winter, a sudden fall after long-

continued frost, is followed by a change of wind, and a thaw and rain ; but after a continued frost, a rise of the mercury is usually followed by snow.

6. No rapid fluctuations of the mercury are to be taken as indications of any change of long continuance. It is only the slow, steady, and continuous rise or fall, that is to be attended to as such a prognostic.

7. A rise of the mercury late in the autumn after a long continuance of wet and windy weather, generally indicates a change of wind towards the north, and approaching frost.

Fifth Series.—Admiral Fitzroy's Compilation.

If the barometer has been about its ordinary height, say near thirty inches, at the sea level*, and is steady, or rising, while the thermometer falls, and dampness becomes less—north-westerly, northerly, or north-easterly wind, or less wind may be expected.

On the contrary, if a fall takes place, with a rising thermometer, and increased dampness, wind and rain, or snow, may be expected from the south-eastward, southward, or south-westward.

Exceptions to these rules occur when a north-easterly wind, with wet (rain or snow) is impending, before which the barometer often rises, (on account of the coming wind alone,) and deceives persons who, from that sign only, expect fair weather. When the barometer is rather below its ordinary height, say, near 29½ inches, (at the sea-level *only*) a rise foretells less wind, or a change in its direction towards the northward, or less wet ; but when the mercury has been low, say near 29 inches, the first rising usually precedes and fortells strong wind (at times heavy squalls from the north-westward, northward, or north-eastward, *after* which violence a rising glass foretells improving weather if the thermometer falls. But if the warmth continue probably the wind will back (shift against the sun's course), and more southerly or south-westerly wind will follow.

The most dangerous shifts of wind, and the heaviest northerly gales happen after the mercury first rises from a very low point. A rapid rise of the barometer indicates unsettled weather ; a slow rise, or steadiness with dryness, shews fair weather.

* It stands lower, about $\frac{1}{10}$ of an inch for each 100 feet of height directly upwards, or vertically, above the sea ; where its average height in England, is 29.94 inches (at 32°).

A considerable and rapid fall is a sign of stormy weather and rain; alternate rising and sinking shew very unsettled weather.

The greatest depressions of the barometer are with gales from the S.E., S., or S.W.; the greatest elevations with winds from the N.W., N., or N.E.

Although the barometer generally falls with a southerly and rises with a northerly wind, the contrary *sometimes* occurs, in which cases the southerly wind is dry and the weather fine, or the northerly wind is wet and violent.

When the barometer sinks considerably, high wind, rain, or snow will follow: the wind will be from the northward if the thermometer is low (for the season), from the southward if the thermometer is high.

Sudden falls of the barometer, with a westerly wind, are sometimes followed by violent storms from N.W. and N.

If a gale sets in from the E. or S.E., and the wind veers by the S., the barometer will continue falling until the wind becomes S.W., when a comparative lull may occur, after which the gale will be renewed, and the shifting of the wind towards the N.W. will be indicated by a fall of the thermometer as well as a rise of the barometer.

Three things appear to affect the mercury in a barometer:—

1. The direction of the wind—the N.E. wind tending to raise it most—the S.W. to lower it most, and wind from points of the compass between them proportionally as they are nearer one or the other extreme point. N.E. and S.W. may therefore be called the wind's extreme bearings. The range of difference of height of the mercury, due to change of direction *only*, from one of these bearings to the other (supposing strength or force and moisture to remain the same), amounts in these latitudes to about half an inch (shewn by the barometer as read off).

2. The amount taken by itself of vapour, moisture, wet, rain, or snow, in the wind or current of air (direction and strength remaining the same) seems to cause a change amounting in an extreme case to about half an inch.

3. The strength or force alone of wind from any quarter (moisture and direction being unchanged) is preceded or foretold by a fall or rise, according as the strength will be greater or less, ranging in an extreme case to more than two inches.

Hence, supposing the three causes to act together, in extreme

cases the mercury might range from about 31 (30·8) inches to near 27 (27·1) inches, which has happened occasionally.

Generally, however, as the three act much less strongly, and are less in accord, ordinary varieties of weather occur much more frequently than extreme changes.

Another general rule requires attention; which is, that the wind usually veers, shifts, or goes round *with the sun* (right-handed in northern places, left-handed in the southern parts of the world), and that, when it does not do so, or backs, more wind or bad weather may be expected instead of improvement.

This rotation of the winds is a direct consequence of the earth's rotation, and currents of air from the polar regions alternating or contending with others from the equator.

The polar currents are cold, dry, and heavy; those from the equatorial parts of the world are warm, moist, and comparatively light. Their alternate or combined action (foretold by the glasses and other signs), solar heat and electricity, cause all the varieties of weather that we experience.

It is not intended to discourage attention to what is usually called "weather wisdom." On the contrary, every prudent person will combine observation of the elements with such indications as he may obtain from instruments. The more accurately the two sources of fore-knowledge are compared and combined, the more satisfactory will the results prove.

In a barometer the mercury begins to rise occasionally before the conclusion of a gale, sometimes even at its commencement, as the equilibrium of the atmosphere begins to be restored. Although the mercury falls lowest before high winds it frequently sinks considerably before heavy rain. The barometer falls, but *not always*, on the approach of thunder and lightning, or when the atmosphere is highly charged with electricity.* Before and during the earlier part of serene and settled weather the mercury commonly stands high and is stationary.

Instances of fine weather, with a low glass, occur exceptionally, but the are always preludes to a duration of wind or rain, *if not both*.

* Thunder-clouds sometimes rise and spread against the wind (lower current). It is probable that there is a meeting, if not a conflict of air-currents, electrically different, whenever lightning is seen. Their concurrence, when the new one advances from polar regions, does not depress the barometer, except in oscillation which is very remarkable at the time.

After very warm and calm weather, rain or a storm is likely to occur, or at any time when the atmosphere has been *heated* much above the usual temperature of the season. Allowance should invariably be made for the previous state of the column during some days as well as hours, because its indications may be affected by remote causes or by changes close at hand. Some of these changes may occur at a greater or less distance, influencing neighbouring regions, but not visible to each observer whose barometer feels their effect.

There may be heavy rains or violent winds beyond the horizon, and the view of an observer, by which his instruments may be affected considerably, though no particular change of weather occurs in his immediate locality.

It may be repeated, that the longer a change of wind and weather is foretold by the barometer before it takes place, the longer the presaged weather will last; and, conversely, the shorter the warning, the less time whatever causes the warning, whether wind, or a fall of rain or snow, will continue.

Sometimes severe weather from an equatorial direction, not lasting long, may cause no great fall of the barometer, because followed by a duration of wind from polar regions; and at times it may fall considerably with polar winds and fine weather, apparently against these rules, because a *continuance* of equatorial wind is about to follow. By such changes as these one may be misled, and calamity may be the consequence if not thus forewarned.

As the mercurial column rises with increase of pressure of atmosphere, and descends when the pressure diminishes, it indicates a greater or less accumulation of air, which, like other fluid, such as water (when heaped above its average level or reduced below it, from whatever cause), will have a tendency to fall or rise till the general equilibrium is restored. An observer may be under the centre of such accumulation or depression, or he may be more or less distant from it, though within the influence of whatever horizontal movement of air may be caused by such temporary increase or diminution of pressure. Hence the barometer shows, and generally foretells changes of wind; but as complications always occur, and as changes are of greater or less extent, affecting or extending through a wider or more limited area, accompanied by hygrometric and electrical alterations, it is extremely difficult at times to say before-

land what particular change of weather is to be expected, and at what interval of time, although after the event the correspondence of barometric changes with those of the weather can be readily traced. However, notwithstanding occasional perplexity, the general character of weather during the next few days may be predicted by an observer who understands the nature and use of the barometer and thermometer, and has watched them in the few immediate preceding days.

In endeavouring to foretell weather, the general peculiarity should always be remembered, that the barometric column usually stands higher with easterly than it does with westerly winds, and with winds from the polar regions higher than with those from the direction of the equator. Hence the highest columns are observed with north-east winds in northern latitudes, and with south-east in the southern hemisphere.

In middle latitudes there is an average difference (unreduced or observed height as read off) of about half an inch, other things being similar, between the heights of the mercury with north-easterly or south-westerly winds.

The steadier the column, or the more gradually it moves, the more settled in character will the weather be, and conversely. In the tropics, when the barometric column moves contrary to its usual daily motion, inferior weather may be expected (temporarily).

This regular movement, whether tidal, or otherwise connected with the sun's influence, sensible in tropical latitudes, but more or less marked elsewhere, amounts to nearly two-tenths of an inch near the equator, the highest being about nine, and the lowest near three o'clock.

(To be continued.)

ROYAL THAMES YACHT CLUB SAILING REGULATIONS.

ARTICLE 1.—All club matches and all yachts sailing therein shall be under the direction of the Commodore and Vice-Commodore, or President for the time being, who shall be the judge of all the sailing matches, and shall award the prizes to the yachts which may be entitled thereto; the judge, in the event of any doubt or dispute, may, if he should think it desirable, defer the presentation of the prize, and refer any question arising out of the match to the Sailing Sub-Committee, whose decision shall be final. In the event of both Commodore and Vice-Commodore having yachts entered for any one match, or being

prevented from attending, the said Committee shall appoint a member not having a vessel entered, to act as President of the match; such appointment to be made at the time the entries are taken, if possible.

2.—All yachts sailing in a match shall have a proper distinguishing colour of not less than the following dimensions, viz., for the first and second class yachts, 2 feet in the hoist, by 3 feet in the fly; and for the third and fourth class yachts, 18 inches in the hoist, by 27 inches in the fly; to be carried at the top-mast head, unless it should be necessary to strike the top-mast, when it may be carried at the mast head, or at the peak; such colour to be the distinguishing flag of the yacht, during the time she may belong to the club.

3.—Every yacht entered to sail in a match, shall, previous to starting, be measured, agreeably to the mode specified in the following rule, by or under the inspection of two members appointed by the Sailing Committee; that such two members shall sign a certificate of her measurement so taken, which shall be considered her true measurement, for all purposes of the club, until an alteration be made in the said yacht.

4.—The tonnage of yachts eligible to sail in matches for prizes given by the club shall be as follows:—

1st Class exceeding 35 tons.

2nd Class exceeding 20 tons and not exceeding 35.

3rd Class exceeding 12 tons and not exceeding 20.

4th Class 7 tons and not exceeding 12.

The measurement for the purpose of ascertaining such tonnage shall be taken in the manner following:—the length shall be taken in a straight line on the deck, from the fore-part of the stem to the after-part of the stern-post; from which, deducting the breadth, the remainder shall be esteemed the just length to find the tonnage, and the breadth shall be taken from the outside of the outside plank, in the broadest part of the yacht; then multiplying the length by the breadth so taken, and the product by half the breadth, and dividing the whole by 94, the quotient shall be deemed the true tonnage: provided always, that if any part of the stem or stern-post project beyond the length taken as above mentioned, such projection or projections shall, for the purposes of finding the tonnage, be added to the length taken as before mentioned, and that all fractional parts of a ton shall be considered as a ton. The measurement to be taken either above or below the main wale; such wale shall not exceed nine inches, in first class vessels, or four inches in second and third class vessels, and the thickness of the wales shall not exceed two inches, in vessels above 25 tons, or one inch in vessels below that tonnage.

5.—If only two yachts are entered, or if only one yacht starts, no prize will be given.

6.—No yacht whose owner, or owners, or any of them, shall not have paid his or their subscription, or shall owe any sum to the club, shall be allowed to enter or sail in any match of this club, and should such yacht be entered and sail, she shall forfeit all claim to the prize, provided such objection is made previous to her starting.

7.—No yacht belonging to more than one owner, shall be allowed to sail in any club match, unless each and every owner of such yacht be a member of the club.

8.—One shilling per ton shall be paid on entering a yacht to sail in a match, and the amount shall be returned to the owner of any vessel which competes for the prize.

9.—The owners of yachts entered to sail in any match shall draw lots for stations, and No. 1 shall, at all times, take the southward station of the line, the other yachts following in numerical order; and all yachts shall go to their stations *within one quarter of an hour* after the notice given by the Vice-Commodore or Officer appointed, or shall not be allowed to sail in the match.

10.—The yachts shall start from buoys, either in one or more lines laid down for that purpose, under the direction of the Vice-Commodore of the club, or President of the match.

11.—Cutter-rigged yachts shall not carry more than four fore-and-aft sails at one time; no jib shall exceed two feet in the head, or be hoisted above the main-mast head, or be boomed out.

12.—*Schooners* shall be allowed to carry the following sails, viz.—mainsail, foresail, one or two fore-staysails, jib, jib-topsail, main-gaff-topsail, fore-gaff-topsail, or fore-square-topsail and top-gallantsail, or main-topmast-staysail.

13.—If in any of the matches of this club, any yacht shall wilfully foul another sailing in the same match, the member in command of such yacht so fouling, upon being declared guilty of the same by the Sailing Committee, shall be liable to be *expelled* by a general vote of the club, and the yacht shall forfeit all claim to the prize.

14.—Every yacht sailing in a match shall have some member of this club on board, who shall be held responsible for the vessel being sailed in accordance with the rules and regulations of the Royal Thames Yacht Club. *Cutter* yachts shall not have on board more than *one* hand for every *five* tons and a fraction thereof, exclusive of the owner, master, pilot, and *four* friends. *Schooner* yachts shall not have on board more than *one* hand for every *seven* tons, and fraction thereof, exclusive of

the owner, master, pilot, and *six* friends. Members winning a prize are requested not to give more than 10s. 6d. gratuity to each of the crew, or to the extra hands.

15.—No yacht shall hoist any sail *before* the second gun has been fired.

16.—No sliding keel is allowed.

17.—No ballast must be shifted during a match; no water ballast is allowed; no bags of shot or other ballast *prepared for shifting is allowed to be on board*; all ballast shall be under the platform or in lockers, and the platform and lockers shall be sealed down, by a person appointed for the occasion by the acting officer of the club. *No more than the usual anchors and chains shall be carried during a match.* A wilful infringement of any part of this rule having been proved against any yacht, the owner shall be liable to have his entry refused for any future match, and, if a member, shall be also liable to be *expelled* the club.

18.—No sweeps shall be used, except in case of necessity, to clear a vessel or to shove off if aground, to skeet to windward only; and no other means of sounding than by the lead shall be used.

19.—Yachts shall be allowed to anchor during the race, if they require it, provided they afterwards *weigh* the anchor.

20.—In sailing to windward, the yacht on the port tack shall, invariably give way to the yacht on the starboard tack; and any yacht disobeying this regulation shall forfeit all claim to the prize.

21.—If two yachts be standing for the shore, or towards any vessel, and the yacht to leeward be likely to run aground or foul of a vessel, and be unable to stay without coming in contact with the windward yacht, the windward yacht must be put about on being hailed by the owner, pilot, master, or any member of the club who may be on board the leeward yacht; such yacht must, however, in that case, tack at the same time as the one she hails. In the event of a collision taking place the yacht causing the same shall be liable to all damage occasioned thereby, and shall forfeit all claim to the prize.

22.—Any yacht bearing away or altering her course to leeward, provided there is no obstruction, thereby compelling another vessel to go out of her course, shall forfeit all claim to the prize. In running before the wind the side on which the leading vessel carries her main-boom is to be considered the lee side.

23.—During a match, if any yacht shall run aground or foul of any vessel, she shall be allowed to shove, or warp off; but if any person leave a yacht, except for this purpose, the yacht will forfeit all claim to the

prize. No such forfeiture will be incurred by any person accidentally falling overboard.

24.—If a yacht, before the termination of the match, shall desire to decline the contest, she shall signify the same to the Commodore by hauling down her distinguishing flag.

25.—If the owner of a yacht entered for a match, or the responsible member of the club on board, desire to protest against the prize being given to another yacht, he may do so either previous to starting or during the match, by hoisting his ensign, which he shall keep flying until a gun be fired from the steam-boat as an acknowledgment of the protest: provided always, that if such protest should be proved to be *frivolous and vexatious*, the owner of the yacht in favour of which such protest shall have been made, shall not be allowed to sail in future matches of the club.

26.—Any yacht having been disabled by foul sailing on the part of any other yacht, or having valid cause of complaint, shall hoist the club ensign as a signal of protest, which signal shall be *answered* by the Commodore firing a gun from the steam-boat.

27.—Should the first yacht of any class not arrive at the winning post by 9:30 p.m., the match for that particular class shall be re-sailed on any day that the Commodore, Vice-Commodore, or the acting President shall think fit, or it may be referred to the Sailing Sub-Committee to fix the day.

[From the frequent applications respecting the Sailing Regulations of the Royal Thames Club, we have inserted them for the guidance of all parties desirous of adopting them at the several regattas.—Ed. *H.Y.M.*]

ROYAL THAMES YACHT CLUB.—OCEAN MATCH.

THIS club, which is possessed of a large fleet of vessels of all sizes and rigs, have introduced a novelty to the Metropolitan waters, viz., an Ocean Match, and, if we may judge by the powerful entry on the 4th of June, such matches will be as well supported here as those in Ireland, where they first came into life, and have been successfully upheld for several years past. The following splendid entry will give our readers some idea of the interest this match created in the club:—

Numbered as in Hunt's Universal Yacht List for 1864.

No	Names of Yachts	Rig	Ton	Owners	Builders
First Tier.					
531	Hesperus	schooner	33	T. M. Dodington, Esq.	Wanhill
37	Amber Witch	yawl	51	Capt. H. Bacon	
Second Tier.					
57	Aquiline.....	schooner	55	H. Chamier, Esq.	Harvey
196	Clytie	schooner	64	Capt. F. S. Clarkson	Inman
685	Madcap	schooner	71	J. S. Dunbar, Esq.	Wanhill
Third Tier.					
725	Medea.....	schooner	70	W. J. Rideout, Esq.	Patterson
1425	Whirlwind.....	yawl	77	A. Cox, Esq.	Hansen
415	Fleur-de-Lys.....	schooner	77	H. W. Birch, Esq.	Harvey
Fourth Tier.					
562	Iolanthe	schooner	81	H. Bridson, Esq.	Archibald
1389	Waterlily	yawl	105	Lord A. Paget, M.P.	Harvey
13	Albatross	schooner	110	Tetley and Roberts	Can. In. Wks.
Fifth Tier.					
1487	Zoriade	schooner	155	J. Pawson, Esq.	Ratsey
15	Albertine	schooner	155	Lord Londesborough	Inman
1486	Zoe	schooner	162	Sir B. Chichester, Bt.	Inman
First Tier.					
	Lightning Express ..	cutter	10	F. K. Dumas, Esq.	Late Rosamond
Second Tier.					
280	Dione	cutter	12	T. Field, Esq.	Harvey
987	Satanella	cutter	13	Capt. P. Bennett	Aldous
298	Dudu	cutter	15	Baldock and Rudge	Hatcher
Third Tier.					
493	Glance	cutter	36	G. W. Charlwood	Hatcher
1359	Vindex	cutter	45	A. Duncan, Esq.	Millwall I. Co.
92	Banshee	cutter	50	J. Jones, Esq.	Owner
Fourth Tier.					
1250	Surge	cutter	52	W. W. F. Hay, Esq.	Fife
1248	Surf.....	cutter	54	G. Harrison, Esq.	Fife
1282	Zigan	cutter	54	J. G. Powell, Esq.	American
Fifth Tier.					
1376	Volante	cutter	60	H. Maudslay, Esq.	Harvey
698	Marina	cutter	65	J. C. Morice, Esq.	Ratsey
69	Astarte	cutter	75	T. Seddon, Esq.	Day & Co.

Out of this fleet all were at their moorings except the Surf (whose owner has declined competing when Astarte is engaged in the race), the Hesperus (was not ready), the Banshee (carried away her mast two days prior), also the Lightning Express, Dione, Satanella, and Dudu (we believe on account of the boisterous weather on the eve before the start.)

The following instructions, prepared by the Vice-Commodore, Lord de Ros, were issued to the fleet:—

1. As it will be low water in the Hope about 6.30 a.m. on the 4th of June, the yachts entered for the match must be prepared to start at least an hour and-a-half before low water, but the time of starting will be made known by signal, as it must depend on the degree and direction of the wind.

2. The yachts will, therefore, take their stations on the previous evening before low water.

3. They will be in two divisions—the first, or eastern division, to consist of cutters only; the second, or western division, to consist of schooners and yawls.

4. Each division will be anchored, with bower anchors and no springs, in tiers of three abreast, the largest vessels to the westward, and the smallest to the eastward, along the Essex shore, commencing from a point about a mile below Coal House Buoy, and following the shore eastward towards Mucking Light House. The schooner division to be stationed ahead of the cutter division.

5. The position of each tier will be marked by a line of small buoys laid along the edge of the shore, with an interval between the lowest buoy of the schooner division and the highest buoy of the cutters. The vessels must take care to avoid anchoring too close to the tier buoys, or too close to each other.

6. There will be no drawing for stations, but each vessel will be stationed according to her tonnage, for which purpose each vessel will be furnished, on Friday afternoon, with a card containing the number of her tier, and the place she is to take in the tier to which she belongs.

7. The Vice-Commodore, or an officer of the club, under his flag, will be in the Lower Hope on Friday afternoon to inform the vessels of their stations.

8. The signals for "Prepare" and "Start" will be given on Saturday morning from a hatch boat, under the Vice-Commodore's flag, moored on the Kentish shore, opposite to the line of stations, in the following manner, namely:—

At five a.m. a large white flag will be hoisted at her top-masthead, and will so remain until (in respect to the strength and quarter of the wind) it is judged proper to take steps for starting. The white flag will then be lowered as the signal to "Prepare," and a red flag hoisted instead. After the usual period of about five minutes, the red flag will be lowered as the signal for the match to start.

9. Schooners may set foresails and mainsails, yawls may set mainsails and mizens, cutters may set mainsails before the signals to "Prepare;" but neither headsails nor topsails may be set till after the signal to "Start." The yachts must all start to the southward.

The wind at starting was about N.E., and as the vessels had to weigh their anchors, some time elapsed before they were under way. They were permitted to hoist their after sails, which the larger craft generally adopted. It would be almost impossible, in so large a fleet, to pick out one which was smarter than the others in getting under canvas and away; the scene was most animating, to see the crews of twenty vessels all actuated with one mind, and straining every nerve to take the lead. The *Glance*, however, in the cutters, was first away, and the *Whirlwind* in her class; they all canted to the southward, and the latter was the

first to go about. The *Fleur-de-Lys* carried away her throat halyards, which caused her great delay. Large working topsails were generally hoisted, and as they proceeded past the Mucking the appearance of the fleet, on different tacks, was most splendid. The *Fleur-de-Lys* had repaired her damage, overtaking the fleet and going well, and the *Glance* still at the fore, with *Vindex*, *Zigan*, *Surge*, and *Volante* following. The *Amber Witch* took the lead of her class, with *Whirlwind* well up, and *Water Lily* in close order. The *Chapman* was passed by *Glance* about 6h. 10m., being at least a quarter of a mile of the second vessel, the *Volante*, who had taken the lead of her compeers; and she was about the same distance ahead of *Surge*, third, to windward, the *Vindex*, fourth, with the *Whirlwind* following some distance astern, followed by *Albertine*, *Marina*, *Astarte*, and *Water Lily*; then *Zigan*, *Madcap*, *Amber Witch*, *Fleur-de-Lys*, *Aquiline*, *Clytie*, *Zoriade*, *Medea*, &c. In this order they passed Southend Pier, when the flood making they were forced to work the shore in the slack water, in which they were assisted by a freshening wind from the N.N.E. Off the Nore Light the *Marina* was slightly ahead of *Water Lily*, and *Astarte* ran up to leeward of *Vindex*, whilst *Albertine* worked her way to the front of her class, until near Black Tail Buoy, when she obtained the lead, going ahead in magnificent style, with every stitch of canvas drawing. Here the *Astarte* fell off, and *Vindex* continued in her place unmolested. Off the Admiralty Buoy laid down to mark the commencement of the measured mile on the Maplin Sand, the *Glance* led by 200 yards, the *Volante* still second, and *Surge* third, with the *Albertine* drawing on her to leeward; the *Whirlwind* was also close up to leeward; the *Vindex* bearing away went to windward of the buoy, the *Astarte* a little more astern than before, and the *Marina* to leeward drawing upon them both. Behind them came the *Water Lily*, and the others in the order before given.

At the Lower Black Tail Buoy the *Albertine* stood more to the westward than the others, her great draught of water compelling her to keep out in the strength of the tide, while the *Whirlwind*, working the slack and being well to windward, was drawing on and passed her soon afterwards. Rather less than a mile below this point the *Volante* went about, followed by the *Glance*, and then the *Surge*, the others following suite, as close as they could stand in to the Essex shore, to cheat the tide, which was running up very strong. The *Vindex* now drew still further from the *Astarte*, upon whom the *Marina* began to forereach. The *Glance*, hugging the shore too much, grazed the sand, just sufficient to allow *Volante* to draw ahead, depriving her of the lead she had held

so long; the Surge also went ashore for a few minutes, when the Vindex passed her, the order of the fleet being as follows:—Volante 1, Glance 2, Vindex 3, Whirlwind 4, Surge 5, Astarte 6, and Marina 7, the Albertine being up nearly level with the latter to leeward. The heaviest of the schooners here stood much nearer to the westward than the cutters, whose lighter draught of water enabled them to work along the Maplin Sand, and consequently there were two squadrons, the schooners and yawls appearing, to the uninitiated, to be leading the fleet, but being a mile or more away to leeward. Their positions were frequently changed; but the cutters being handier, and the race between them being more exciting, claimed more attention from the spectators, and every tack they made was watched with great eagerness. The wind gradually freshening till there was a good whole sail breeze from the N.E., which seemed to favour the Vindex, she drew away from the Astarte and the Marina, which was overhauling them both. The boards now became frequent, and the cutters got nearer the schooners, the Astarte, Albertine, and Whirlwind all standing over together on the port tack, and presenting a very pretty sight.

About this time the Astarte shifted her square-headed topsail for a working one, and her example was soon followed by others of the fleet; those who adopted this expedient improving their position very considerably. For the last two miles there had been a tight battle going on between the Volante and Glance, the latter of which had been endeavouring to go through her opponent's lee to regain her lead, but without effect; and this was repeated several times, the Volante on each occasion compelling the Glance to go under her stern, and then puffing well ahead of her. Both were waited upon by the Surge; the Vindex close up, and sailing in her usual splendid manner—the Glance also particularly distinguished herself by the way in which she was handled, and the Albertine drawing away in her class, which were all to windward of her. Just about the Mouse the Astarte and Marina both passed the Whirlwind, who had hitherto led them; and the first four went to leeward of the light-ship at the following times:—

	h.	m.	s.		h.	m.	s.
Volante	9	0	0	Vindex	9	2	12
Glance	9	1	2	Albertine	9	10	55

The three cutters then stood over to the Essex shore, Vindex still carrying jib-headed topsail, and was going on well when she touched the Maplin Sand, her crew tried to swing her on her heel, but without effect, and she remained a considerable time before getting clear. This was much regretted, as it will be seen by the time above stated she was

closing up with the two leading vessels. During this the *Glance* again took the lead. About half-past nine the sun broke forth, and the scene was most glorious. On nearing the *Maplin Light* the *Volante* again got the lead of *Glance*, and a smart match was fought between them. The *Surge* and *Astarte* likewise had a sharp contest, but ended in the latter taking third place. The *Light* was passed about 10h. 30m. The wind now fell off, and the *Madcap*, which carried fore and main-topsail, drew on *Whirlwind*, with *Marina* and *Water Lily* to leeward, then the *Amber Witch* and *Albertine* close up. At 11h. 30m. the tide slackened and a little sea got up, when the *Madcap* seemed to lose way; the wind coming more easterly, the vessels laid a fair course. We now steamed ahead in order to ascertain the relative position of the leading cutters, and on our outward bound course first picked up, off the *Middle Light*, *Astarte*, then *Glance*, and, considerably ahead, the *Volante*. Finding none other we returned, and met *Volante*, leading about 10m., *Glance* second, only some 7m. ahead of *Astarte*, and the *Surge* was the fourth cutter, and full 15m. behind *Astarte*.

The *Whirlwind* was leading her class, carrying a large flying-jib, as well as large jib-headed topsail, which drove her through the water to great advantage, and she passed the *Surge*.

The *Volante* had gained about a mile ahead when passing *Walton-on-the-Naze*, and *Astarte* succeeded in outsailing *Glance*, and taking second place, which, however, she lost on entering the harbour, for *Glance*, drawing less water, went further out of the tide, which was running out very strong, and helped to impede the larger vessels. The race was finished by passing the *Pembroke* guard-ship thus:—

	h. m. s.		h. m. s.		h. m. s.
<i>Volante</i>	3 6 17	<i>Madcap</i>	3 51 28	<i>Albertine</i>	4 24 0
<i>Glance</i>	3 19 14	<i>Water Lily</i> ...	4 13 45	<i>Zoraide</i>	5 4 30
<i>Astarte</i>	3 19 40	<i>Marina</i>	4 18 22	<i>Iolanthe</i>	5 5 15
<i>Whirlwind</i> ...	3 34 17	<i>Amber Witch</i> .	4 22 31	<i>Fleur-de-Lys</i> .	5 6 0
<i>Surge</i>	3 34 20	<i>Vindex</i>	4 23 42	<i>Zoe</i>	5 19 0

The prizes were given to the owners of the winning vessels by Lord Alfred Paget, on board the *Water Lily*; Mr. Maudslay, of the *Volante*, receiving the cutters' prize, a £50 cup, and Mr. Cox, of the *Whirlwind*, the £80 cup. There were a great number of yachts in the harbour, and the pier and quay were lined with people, but we sadly missed the signal gun when the vessels arrived. It certainly must have been an oversight, and the want of the usual welcome made the arrivals a very tame affair.

We had nearly forgotten to state that the *Queen* of the *Thames* left London about 2 a.m. with a good company on board, and the *Samphire*

some hours later started from Gravesend, with a select company, and the band of the Life Guards.

The next match of the Royal Thames Club was on the 15th of June, for small vessels under 15 tons; the prizes were a silver punch bowl and ladle, of the value of £30 for the first vessel, and a silver cup, of the value 10 guineas, for the second. From Gravesend to the Nore Light and back. The following started:—

Numbered as in Hunt's Universal Yacht List for 1864.

No.	Names of Yachts.	Rig.	Ton.	Owners.	Builders.
280	Dione	cutter	12	T. Field, Esq.	Harvey
923	Quiver.....	cutter	12	Capt. T. Chamberlayne	Owner
824	Octoroon.....	cutter	12	Cecil Long, Esq.	Hatcher
435	Folly	cutter	12	W. L. Parry, Esq.	Hatcher

The Victoria (late Haidee) and Vision entered but did not compete.

The preparatory gun was fired at 11h. 45m., and in five minutes after they were all on the move. Four vessels all of the same tonnage, and three of them celebrated cracks, so it may naturally be supposed that this match caused great speculation among those present, and the absentees lost one of the best (if not the best) of the season.

The Quiver was very smartly canvassed, canted well, and was first away. Dione rather sluggish, but was first to set jib-headed-topsail, which example was followed by all except Folly, who seems to have a great partiality for a square-headed-topsail. Just below Gravesend Folly, having outpaced Octoroon and Dione, shot up to Quiver, the others close up. A fine race here ensued, Octoroon getting third place, and Folly gradually drew on Quiver, and took the lead. Dione and Octoroon set square-headed-topsails.

Off East Tilbury Dione had succeeded in passing Quiver and Folly, and the latter stood over to the north shore and joined issue with Octoroon, during which the Quiver shifted topsail, Dione availing herself of the struggle going on, ploughed ahead, followed by Quiver, and when off Thames Haven the wind fell light, which appeared to favour Quiver, as she drew on Dione. The contest between Folly and Octoroon was very amusing to the spectators, but we imagine rather to the contrary to the crews. This continued until reaching Chapman, when Folly got away from her rival, and gained on Quiver. Off Leigh the whole four were beam and beam, having a very pretty appearance, and so close were they to each other that, comparatively speaking, "a sheet

would cover them." Folly at length slipped away, and when passing Southend Pier a fresh puff from Old Boreas sent them spinning ahead, Folly leading by about six lengths, and the Quiver drew away from Dione and Octoroon, and after keeping together beam and beam for some time, the Octoroon drew ahead of Dione, and the Nore Light was rounded as follows:—

	h.	m.	s.		h.	m.	s.
Folly	2	2	20	Octoroon	2	3	35
Quiver	2	3	15	Dione	2	4	10

The Folly struck her topmast some time before rounding, and the others had doused their topsails. The rounding was pretty well, Quiver showing the smartest. Dione set topsail, which, apparently, she would have been better without, and on nearing the Medway she hauled it down, as the wind had greatly increased, which sent them through the water at a rapid rate, at times literally burying them, and it was really an alarming sight. The rain, which had been threatening, came down in real earnest, and the wind moderated between Southend and Leigh. They then stood over to the Blyth, and Folly, owing to the sudden shifting of the wind more southerly, got well to windward, with Quiver nearly abreast of her, and the Octoroon well up, set topsail. Dione lost way considerably.

Off Chapman Quiver drew ahead, the wind light from S.W. Between this and Thames Haven the wind chopped round to N.W., and the Quiver, being near the Essex shore, derived great benefit therefrom, and ploughed ahead in a heavy shower of rain, which lasted some time. Nearer Thames Haven the wind fell light again, when Quiver was leading about three-fourths of a mile of Octoroon, who had passed Folly to leeward. The sky showed every appearance of a storm—thunder being heard and vivid lightning seen in the distance, whilst the yachts laid in a perfect calm. In the Lower Hope the wind again freshened, veering from S.W. to W.S.W., which compelled them to beat, and the Folly, having set her favourite topsail, outpaced Octoroon, and drew on Quiver, and just below Gravesend the Quiver was forced about by a yacht not in the race, which gave the advantage to Folly, and might have caused the Quiver to lose the first prize. However, fortunately for her, the flag-buoy was no great distance, and she did not suffer by the circumstance, as the Folly was of the same tonnage. Thus, after one of the best and most changeable matches ever seen on the Thames, they finished thus:—

	h.	m.	s.		h.	m.	s.
Quiver	6	30	0	Octoroon	6	35	0
Folly	6	32	15	Dione.....	6	39	0

The Quiver received first prize, and Folly second, amid much cheering; they were presented by Mr. Tatham in the absence of the officers of the club. The Eagle was chartered for the occasion, but owing to the rain in the morning, between eight and nine o'clock, there was a very small company on board. The band of the Life Guards were engaged, and we must add our testimony to our brother journalists, that they are a well-behaved set of men.

The Schooner Match of the Royal Thames Yacht Club came off on the day following the above match, viz., 16th of June, and must be recorded as the most eventful day since the formation of the pleasure navy,—for our beloved Prince,—our future King, with that condescension which will endear him to all classes, accompanied the fleet in Lord Alfred Paget's noble vessel the Water Lily, on board of which were likewise our Sailor Prince, (Prince Alfred), Prince Louis of Hesse, Lord Sydney, Hon. Col. Keppel, and Mr. Haig: Lady Paget, and the Marchioness of Bowmount, were also on board, with some of Lord Alfred's family.

The race was for two classes of schooners, first and second—first class exceeding 100 tons, a beautiful silver epergne, value £100, and second class, not exceeding 100 tons, a piece of plate of the value of £50. The course intended was from Rosherville to the Mouse, and back, but as will be seen, the Nore only was reached. Time for tonnage in each class 15 seconds per ton.

Numbered as in Hunt's Universal Yacht List for 1864.

No	Names of Yachts.	O. M.	O. M.	Owners.	Builders.
FIRST CLASS.					
189	Cissy	121		F. K. Dumas, Esq.	White
15	Albertine ..	155	153	Lord Londesborough	Inman
278	Diadem	126		R. Watt, Esq.	Wanhill
459	Galatea	143	131	T. Broadwood, Esq.	Hansen
SECOND CLASS.					
415	Fleur-de-Lys	77	80	H. W. Birch, Esq.	Harvey
57	Aquiline	55	64	H. Chamier, Esq.	Harvey
725	Medea	70	69	W. J. Rideout, Esq.	Patterson
562	Iolanthe	81	68	H. Bridson, Esq.	Archibald
561	Intrepid	75	65	Count F. du Monceau	Ratsey
685	Madcap	71	70	J. S. A. Duubar, Esq.	Wanhill
	Flying Fish	42		G. Jessop, Esq.	Blanshard
134	Blue Bell	82	72	F. Edwards, Esq.	Ratsey
531	Hesperus	33		T. M. Dodington, Esq.	

The Diadem and Hesperus did not start.

The eleven vessels were moored in two lines off Rosherville, the second class being some 50 yards *below* the first, but some of the former class

from, we were informed, the bad holding ground, dragged nearly 100 yards, thus forming a third line. However, as it was evident some unluckily *contretemps* might happen the preparatory gun was fired at 12h. 22m. 19s., as soon as the necessary arrangements had been made for towing the Water Lily; scarcely five minutes elapsed before the gun again sounded for the start, when a scene of great excitement was witnessed, which must have surprised even our Sailor Prince, who, although conversant with the alacrity of men-of-war's men, could scarcely imagine that the pleasure navy possessed such smart hands, whose hearts were beating with an anxious desire to rival each other in preparing for the great struggle, and getting the "muslin" set ship-shape. They all started pretty well together; canting to the Essex shore, with the wind about S.W. by S. blowing freely, the *Iolanthe* and *Albertine* took the lead of their respective classes—the *Blue Bell* came to grief, for in letting go her spring too soon, she forged a-head, and went on shore, from which she was towed by the ferry steamer. The *Madcap* was very smart in setting lower sails, and *Intrepid* first set balloon topsails, which was followed by the others.

At Lower Hope Point *Madcap* was leading, with *Intrepid* close up, then followed *Iolanthe* with *Flying Fish* in company, and anon *Fleur-de-Lys*, *Medea*, and *Aquiline*; the three large vessels were together, viz., *Galatea*, with an immense foretopsail to windward, *Albertine* next in centre, and *Cissy* to leeward—beam and beam. It was a pretty scene, the sails all set, with a glorious sun shining on them—the wind light, and the waters placid; they gently moved onward. In the *Hope* the wind came forth a little stronger, and *Albertine* tried to get to windward of *Galatea*, but was unable, and the latter drew ahead, leaving *Albertine* to battle with *Fleur-de-Lys*, whom they had overtaken. The contest between the two lasted some minutes, as the little one stuck to her work, being joined by *Medea*. The *Intrepid* had obtained the lead of all, which she maintained to the finish. Several changes had taken place, and when passing Southend, the *Albertine* was a few lengths behind *Galatea* which latter was followed by *Iolanthe*, *Cissy*, and *Fleur-de-Lys*, together. It was now certain with the light wind that the *Mouse* could not be reached, therefore preparations were made to round the Nore, which, owing to the changes of positions was made as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
<i>Intrepid</i>	3	40	3	<i>Galatea</i>	3	45	40	<i>Flying Fish</i> ...	3	49	52
<i>Iolanthe</i>	3	44	15	<i>Cissy</i>	3	46	30	<i>Medea</i>	3	51	2
<i>Albertine</i>	3	44	15	<i>Fleur-de-Lys</i> ..	3	49	10	<i>Aquiline</i>	3	53	5
<i>Madcap</i>	3	45	0	<i>Blue Bell</i>	3	49	50				

The fleet rounded well, and having shifted topsails and jibs before,

they followed Intrepid, which stood over towards Shoeburyness, the wind having freshened. The Iolanthe, Albertine, and Madcap, drew gradually away, the rest of the fleet being scattered. The Iolanthe was overhauling Intrepid, hand over hand, when the Iolanthe carried away triatic-stay, fore-cross-tree, and weather fore-topmast shrouds, compelling her to douse her fore-topsail (which was not again carried through the race) in order to save the spar. This, and the time consumed in making good the damage lost her full 20 minutes, and as she came in some 10 minutes after the first vessel, we may conclude that this accident lost her the prize. It is almost impossible to notice the changes of positions that took place for numerous other vessels not in the race kept crossing and mixing up with them. In fact, so much so that Lord de Ros intrusted the harbour-master with a message to one vessel that had the effect of keeping her away from hindering the racers in their movements. When passing the Chapman, the Madcap and Intrepid had a sharp struggle for first place, and the former passed clear to windward. The wind now freshened considerably, just giving them a list, and the Intrepid lowered her topsail. The Albertine off Thames Haven left her opponents to contend together, and made a long board into the Hope, but at the upper part had to make several short tacks which gave Madcap a chance, and when she was gaining on Albertine, had her main topsail yard break, which enabled the latter to increase her lead. As we before stated, it was impossible to notice all the manœuvres, therefore we conclude by stating they arrived at Gravesend thus :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Albertine	7	25	10	Blue Bell	7	49	0	Fleur-de-Lys..	7	55	10
Madcap.....	7	25	25	Aquiline	7	53	5	Flying Fish ...	7	58	0
Intrepid	7	29	0	Galatea	7	53	25	Cissy	(not timed)		
Iolanthe	7	35	30	Medea	7	54	0				

The prizes were presented by His Royal Highness the Prince of Wales to Lord Londesborough and Mr. Dunbar, on board the Water Lily. After this the royal party landed at Tilbury, amid the cheers of a delighted people. There were about 500 persons on board the Eagle steamer, the Captain of which (Mr. Ryan) had a most difficult task in dragging a heavy craft like the Water Lily such a long voyage, but he succeeded. The call on the victualling department was excessive, but Mr. May, the steward, satisfied all demands, and gave universal satisfaction.

The Captains of the winning yachts were, T. Tucker, Albertine, and J. Harbut, jun., Madcap.

The Channel Sailing Match from Gravesend to Ryde Pier.—We have placed this match under the head of the Royal Thames Yacht Club, as it appears to have emanated from the yachtsmen belonging thereto, and was under the excellent management of the Vice-Commodore, Lord de Ros, assisted by Capt. Tucker, R.N., the harbour-master, and Capt. Grant, the Secretary. The start for the Ocean Match to Harwich having given such general satisfaction, his Lordship adopted the same regulations on this occasion. The cutters were anchored below the Union Club-house, and the schooners above. The race was for a sweepstakes of five sovereigns each. The owners of each class to take their prizes respectively. The time allowance was double Ackers' scale. The following entered, and all started but Amazon :—

Numbered as in Hunt's Universal Yacht List for 1864.

No.	Names of Yachts.	Rig.	Ton.	Owners.	Builders.
459	Galatea	schooner	143	T. Broadwood, Esq.	Hansen
134	Blue Bell	schooner	82	F. Edwards, Esq.	Ratsey
685	Madcap	schooner	71	J. S. A. Dunbar, Esq.	Wanhill
725	Medea.....	schooner	70	W. J. Rideout, Esq.	Patterson
698	Marina	cutter	65	J. C. Morice, Esq.	Ratsey
802	Night Thought.....	cutter	61	J. D. Lee, Esq.	White
1376	Volante	cutter	60	H. C. Maudslay, Esq.	Harvey
36	Amazon	cutter	46	H. F. Smith, Esq.	Harvey
1359	Vindex	cutter	45	A. Duncan, Esq.	Millwall I. C.

The start took place about 11h. 30m., it being high water at 11h. 43m., they weighed anchor, and got away in excellent style. Wind W.N.W., strong and squally. The Blue Bell, Marina, Vindex, and Volante were first off together, Blue Bell and Marina being the smartest; next came Madcap, Medea, and Galatea, bringing up the rear. Abreast of the Lobster, Madcap, Marina, and Blue Bell were beam and beam, and next Volante and Vindex; Medea, Galatea, and Night Thought in the rear rank, some 200 yards astern; all canvas set except Night Thought. Volante soon after joined the van. Marina first by 100 yards on entering Lower Hope, Blue Bell second, Madcap, Volante, and Vindex abreast, Galatea and Medea 200 yards astern.

Coal-house Buoy was passed by Marina first, Blue Bell second, Vindex, Volante, Galatea, and Madcap all of a cluster. Wind freshening, clear blue sky; Night Thought and Medea astern. At 12h. 1m. Blue Bell and Marina were beam and beam, Blue Bell to windward; Vindex quarter of a mile astern; Volante next; Medea and Night Thought astern. Off Mucking, Marina still led, Blue Bell two lengths astern to

windward, Galatea walking up fast, Madcap fourth, Volante fifth, Vindex sixth, and Medea to windward; Night Thought astern. Below Shell Haven Galatea set square-headed topsails, and at 12h. 29m. p.m., wind lessening Marina did the same; Blue Bell abeam of Marina to windward, Galatea coming up, Vindex a mile astern.

Abreast of the Chapman, tide one hour's ebb, Galatea passed under lee of Blue Bell, and took first place, Marina ranging well up, Volante far astern, then Vindex, Medea, &c. Very little wind, hot sun. Galatea now took a decided lead, her balloon staysail beginning to tell, and Volante shifted her jib-headed for a square-headed topsail. At 12h. 52m. off Yantlett, came up with Clytie, Flying Fish, and other schooners; positions unchanged. Southend at 1h.; Marina making up to Galatea; Blue Bell, Volante, and Madcap together a mile astern. Off Sheerness Marina jibed (wind W. by S., and paltry); Galatea making for Mouse; Blue Bell a mile behind.

Passed Nore Light at 1h. 31m., Marina leading, (tide half-ebb). Galatea now went for the Alexandra passage, Volante 200 yards astern of Marina, both making for the Five-fathom Channel, with all canvas set (weather superb). At 1h. 42m. wind freshened, and Marina increased her lead of the cutters; Galatea in the Alexandra Channel. Volante astern of Marina on the starboard tack, Madcap half a mile behind, then Vindex and Night Thought three miles to the bad. Wind W.N.W. Blue Bell leading by 100 yards, Marina second, Galatea about a mile from the West buoy in the Ouse channel. At 2h. 4m. Marina jibed to N. for the Five-fathom Channel, the rest (except Galatea) by the "overland route," Madcap falling astern. Passed West Spaniard Buoy at 2h. 9m.—Blue Bell 1, Marina 2, Volante 3, Madcap 4, and Galatea to the N., bound for the Princes' Channel. East Middle Buoy passed by Marina at 2h. 21m. 40s.; Galatea coming up again to the Alexandra Channel; Volante making towards Blue Bell; then Madcap a mile astern.

Off Herne Bay at 2h. 33m., and Girdler 2h. 35m., the wind was N. of W., and Marina jibed to S.E.; and at 2h. 42m. Volante passed Blue Bell to windward, and jibed to S.E., Marina ahead in the Five-fathom Channel. Night Thought four miles astern. At 2h. 50m. Vindex jibed on the land. Breasted West Last Buoy at 3h. 8m. 30s. wind W. by N.; Marina leading, Volante 2, on the starboard bow, Blue Bell 3, Madcap 4, Vindex 5, steering N.E. At the Reculvers the Marina jibed to the land, leading the lot, Volante 2, Blue Bell 3, Madcap 4, Vindex 5, Medea and Night Thought several miles off, and the Galatea about 4 miles to the N.E. in the Alexandra Channel.

Passed the Tongue Lightship at 3h. 38m., Marina steering E.S.E. Volante close up on her starboard quarter ; a splendid race between them ; fine weather.

Breasted Margate Pier at 4 p.m., four-and-a-half hours from the start, when the Volante went ahead to leeward and led the fleet. Galatea was clear of Margate Sands at four o'clock, and began to draw on the others, passing North Foreland at 4h. 25m., and going at a spanking rate. Marina jibed to port, Volante leading, Blue Bell third, and Madcap fourth, a mile astern. Rounding the North Foreland Galatea was two miles ahead of the rest. Madcap stood to N.E. and passed Kingsgate Castle, Volante second, and Marina third (at 4h. 35m.), Blue Bell fourth, Madcap fifth, Vindex sixth, and the others out of sight. Off North Foreland, light wind, W. by N., freshening. Volante and Marina going away at a spanking pace, Marina to windward 100 yards astern, and Galatea increasing her lead.

Passed Ramsgate Pier at 4h. 45m., breeze freshening, and at 5h. 6m. breasted the Middle Brake Buoy, every stitch of canvas drawing ; Galatea increasing her lead and going ahead wonderfully ; Volante 2, quarter of a mile ahead of Marina ; Blue Bell 4, a mile and-a-half astern ; Madcap 5 ; the rest hull down. Passed South Drake Buoy at 5h. 15m., reached the Downs at 5h. 19m., wind W. ; Galatea increasing her lead, and passing the South Foreland at 5h. 30m., Volante 2, Marina 3, Blue Bell 4, Madcap 5, two miles astern, and Medea nowhere. The Volante's bobstay now gave way, and caused a delay of ten minutes in repairing, which was very cleverly managed. At 5h. 38m. Marina shifted balloon foresail for a smaller one, and at 5h. 40m. shifted square-headed for jib-headed topsail, and at 5h. 43m. passed Volante to leeward. They were soon beam and beam, and the South Foreland was passed by Marina at 6h. 7m., Volante at 6h. 10m. Blue Bell, two miles astern to leeward, took in her topsail ; Madcap two miles astern of her, and the rest out of sight.

At 6h. 25m., off Dover Castle, the main-sheet strap of Marina's boom gave way, and she lay too to repair. This considerably threw her to leeward, and prevented her from easing the main-sheet during the remainder of the race ; 30 minutes lost, Volante enabled to make a board to windward, and take second place. Blue Bell came up at 7 p.m., about one and-a-half miles astern. Madcap now took the fourth place, Blue Bell fifth, Vindex sixth, two miles astern, wind and tide dead against them, and at 7h. 25m. the position of the yachts was as follows : —Galatea first, seven miles ahead, Volante second, Madcap third, still with two jib-headed topsails, going unmistakably well, Marina fourth,

Blue Bell fifth, Vindex sixth, Medea seventh, just in sight. *Volante* now began to go ahead again, and at 8h. 10m. the positions of the fleet were as follows:—*Galatea* first, *Volante* second, *Madcap* third, *Marina* fourth, Blue Bell fifth, Vindex sixth; wind W. and moderating; cutters working under main, and fore-sails, jib, and jib-headed topsails; and at 8h. 34m. stood in for land. At 8h. 38m. sighted *Dungeness Light*, bearing W.S.W. on starboard bow, wind becoming paltry. At 9h. 5m. *Marina* was standing out off Sandgate, and Blue Bell standing in shore, miles astern; moonlight. At 11h. 10m. *Marina* came up to a fleet of about two hundred vessels at anchor under the Ness, waiting for a fair tide to the westward, and passed *Dungeness* at 11h. 30m. on starboard hand; wind W.N.W. and an hour and-a-half flood left. Could discern by the bright moonlight *Volante* half a mile ahead, and standing out; *Galatea* second, standing in; *Madcap* third, having just made a board inwards; Vindex five miles astern; it was now midnight. *Marina* stood outward W.N.W., and at 12h. 5m. stood in; wind freshening; sounded lead $5\frac{1}{2}$ fathoms. At 12h. 14m. *Marina* tacked again, *Madcap* and *Galatea*, half a mile ahead, standing in to land; wind dead ahead, and *Volante* leading.

Sunday, 1h. 42m., a.m., the *Marina*, off Fairlight, passed the *Galatea* to leeward; the lights of Hastings and St. Leonards opened out in the distance; fine topsail breeze, with bright moon. At 1h. 55m. *Galatea* stood in for the land on the port tack; *Marina* followed suit at 1h. 58m., about 150 yards to windward. A slashing race, and a heavy sea getting up, ebb-tide strong. At 3h. 5m. *Marina*, on the port tack, stood for St. Leonards; *Volante*, two miles ahead of her, on the same tack; *Madcap* second, one and-a-half miles ahead, on the starboard tack; and *Galatea* fourth, a mile astern, on port quarter. *Beachy Head* was sighted at 3h. 30m. a.m., hazy; and at 5h. 10m. *Volante* stood in to the port tack, looking splendid; clear blue sky, sun shining brightly, a lump of a sea on; *Marina* half-a-mile astern of her, *Galatea* astern of *Marina*, and Vindex behind *Galatea* two miles; *Madcap* further out in the Channel, making a long board to the French coast. Wind N.W.

At 6h. 5m. the *Marina* passed *Beachy Head* on the starboard tack; *Volante* a mile ahead, on the same tack; *Madcap* on her lee bow, hull down; *Galatea* on her lee beam, three miles astern, standing off on a long board towards the French coast; Vindex two miles astern of *Galatea*, no others in sight. Tide strong, two hours flood. From 7h. 30m. to 8h. 30m. a.m., the *Marina* and *Volante* were standing in and out, tack for tack, along the shore, past the *Beachy Head Light*.

house, and abreast of the coastguard stations *Volante* about a mile ahead. Wind and tide against them, with heavy rolling swell on shore, the *Vindex* seven miles astern. Splendid weather, with a fair topsail breeze. At 9 a.m. *Marina* passed Seaford; and at 9h. 17m. rounded the red buoy at the entrance to the Port of Newhaven. Course W.N.W.; wind due W.; tide about an hour to high water. At 9h. 18m. *Marina* stood out on the starboard tack; *Volante* ditto, about a mile to windward, with a tumbling sea.

At 11h. 4m. Brighton Pier was passed on the port tack, *Marina* standing away past Shoreham, *Volante* two miles ahead, and *Vindex* six miles astern. No others in sight. After passing Shoreham, *Marina* stood out for the land on the starboard tack, and took in a reef of the mainsail, the wind increasing, with a lump of sea; *Madcap* leading, *Galatea* second. At 1 p.m. passed Worthing, and stood out on the starboard tack, but at 1h. 15m. it appeared that the topsail sheets of *Vindex* had given way, and she took in topsail. At 12h. 50m. a schooner (the *Albatross*) hove in sight, five or six miles to windward; weather thick. At 1h. 50m. *Vindex* set her topsail afresh. *Volante* now led by a mile and a half, *Marina* second, *Vindex* third, four miles astern. Wind had now veered to S. of W. Course W.N.W.

Bognor sighted on starboard beam at 1h. 45m. At 3h. 30m. *Volante* tacked for the Overs Channel, and appeared to hold a good wind. The Nab Light and Dean Tail Buoy were passed by her at 5h., by *Marina* at 6h. 6m., wind and tide dead against them; *Vindex* coming up four miles astern, steering N.W. *Volante* passed the Light Ship at Warner at 6h. 20m. p.m., *Marina* at 6h. 40m. p.m., and both arrived, after a most exciting race, within a cable's length of Ryde Pier. The yachts were timed as follows:—

	h. m. s.				h. m. s.				h. m. s.		
<i>Madcap</i>	5	56	45	<i>Marina</i>	8	4	0	<i>Night Thought</i>	not	timed	
<i>Galatea</i>	6	6	25	<i>Vindex</i>	9	10	0	<i>Medea</i>	not	timed	
<i>Volante</i>	7	13	20	<i>Blue Bell</i>	11	0	0				

The *Madcap* received the schooners' sweepstakes, and the *Volante* the cutters. If longer time for the entries had been given, more yachts might be expected to make their appearance.

ROYAL LONDON YACHT CLUB MATCHES.

THESE matches came off on June 14th, and were well carried out, the Commodore, A. Arcedeckne, Esq., presiding. The prizes were for second class yachts exceeding 10 tons, and not exceeding 20 tons, a

silver tea service, value 80 guineas, and £10 to the second vessel. For third class yachts not exceeding 10 tons, a pair of silver goblets to the first yacht, and £5 to the second. Time for tonnage in each class, half a minute per ton. Course from Erith round Nore Light and back. The following yachts entered and started :—

Numbered as in Hunt's Universal Yacht List for 1864.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
SECOND CLASS.					
324	Octoroon	cutter	12	Cecil Long, Esq.	Hatcher
280	Dione	cutter	12	T. Field, Esq.	Harvey
435	Folly	cutter	12	W. L. Parry, Esq.	Hatcher
1328	Vampire.....	cutter	20	Capt. Commerell	Hatcher
288	Dudu.....	cutter	15	Baldock & Ridge, Esqs	Hatcher
21	Alexandra.....	cutter	15	G. Harrison, Esq.	Millwall I. Co.
THIRD CLASS.					
24	Algerine.....	cutter	10	F. Rosoman, Esq.	Payne
1370	Vision.....	cutter	8	G. Harrison, Esq.	St. Bryne
	Colleen Bawn	cutter	10	H. Aubrey, Esq.	

The old familiar bay of Erith was entered with much pleasure, as from thence through the Reaches is the best course for small yachts, and where they can show their sailing qualities to advantage. Before starting it was cheerfully conceded by the owners of Vision and Algerine that the Colleen Bawn, which measures over 10 tons should be allowed to join issue with them. All being ready, they started at 11h. 32m. with a good southerly breeze, Folly taking the lead, and they all stood over to the north shore in Erith Rands. The Dudu set jib-headed topsail; Alexandra first about, and forced the Dudu about, when the latter fouled Folly, which was quite accidental, but it put Folly out of lead, and she was passed by the others of her class. The Alexandra led into Rand's Reach, when a squall came on which rather assisted her. She led well past Purfleet, with Dione some lengths behind, then Vampire, who went about, being forced by Octoroon. They all had to beat down Long Reach with very little wind; Octoroon and Vampire close together about on the port tack, Dudu well up. Through Fidler's and Gray's Reaches these vessels maintained their positions, although Octoroon, Vampire, and Dudu had a smart contest, which of course was advantageous to Alexandra, this ended in Vampire taking the second place from Octoroon to windward. Off Rosherville, Alexandra still was far in advance, with Vampire in hot pursuit, Dudu next, having passed Octoroon. Off Shell Haven, the Vampire drew on Alexandra, and after an excellent struggle got the lead, passing her to leeward, Dudu was third, Octoroon fourth, and Folly fifth. Nothing

further occurred in the race, and the steamer went ahead, but anchored in the Swashway about two miles from the Nore Light, just at slack water. The gun was fired to notify to the yachts that they were to round, but it either could not be heard, or the crew of the Vampire did not notice that the steamer had anchored, as she continued her course, and it was only by waving of hats and shouting that they became aware of the fact, and it will be seen that it was close work for her. They rounded thus :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Vampire.....	2	32	0	Dudu.....	2	35	8	Folly.....	2	43	20
Alexandra.....	2	33	5	Octoroon.....	2	36	31	Dione.....	2	48	55

They all rounded well, except Dudu, which trying to shave it fine, struck the steamer's bowsprit with her mainsail, grazed along her side, and finally carried away her topping-lift by catching it in the steamer's sponsoon. After getting all clear, the wind being favorable, they made the best of their way back to the starting place, with little variation, excepting Dudu took second place from Alexandra.

In the third class the Algerine took the lead shortly after starting, and when nearing Purfleet she hoisted topsail, with Vision second, and Colleen Bawn last. This latter vessel had the mishap to carry away her main halyards in Gravesend Reach, which sadly delayed her whilst repairing the damage. The race between these vessels was lost, in following up the larger craft, and a boat was lowered off the Chapman for them to round, which they did, we understand, a few minutes after two o'clock. On the return, the Algerine was still leading with topmast housed, and when the steamer passed them on the return, Colleen Bawn was second. Both classes finished as follows at Erith :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Algerine.....	5	17	48	Vampire.....	5	35	18	Octoroon.....	5	45	30
Colleen Bawn	5	25	3	Dudu	5	43	13	Folly	6	4	40
Vision	5	30	15	Alexandra ...	5	45	13	Dione.....	6	5	52

The Vampire received first prize, and Dudu second in their class. The Algerine received first prize, and Colleen Bawn second.

The Queen of the Thames was engaged on this occasion, and Capt. Mills did his best to oblige all parties.

PRINCE ALFRED YACHT CLUB MATCHES.

THE first match of the season of this promising little club was held on Saturday, June 4. The morning dawned bright and beautiful, with a light air at N.W., which nearly died away as the day advanced, leading

to the unpleasant anticipation of a drifting match, so much so that the committee had it under consideration to curtail the length of the course, and instead of sending the vessels round the Kish Lightship, to adopt the shorter course, round the Burford Buoys. However, as the time of starting drew near, the wind flew round to the eastward, and finally settled down south-east, a nice steady breeze, relieving the anxious officials of their perplexity, and enabling the original course to be adhered to. The prize was a very elegant claret jug, of the value of £30; the course was from moorings outside of the line of the yachting anchorage, round the Kish Lightship, thence to the North Burford and East Bar Buoys, back to the harbour, and round the red hauling buoy placed in the entrance, out to sea again, and round the same course a second time, leaving the flagship in the harbour on the starboard hand to win. At one o'clock the following vessels came to the starting buoys:—

Numbered as in Hunt's Universal Yacht List for 1864.

No.	Names of Yachts.	Rig.	Ton.	Owners.	Builders
1042	Secret	cutter	33	T. D. Keogh, Esq.	Wanhill
309	Echo	cutter	36	W. I. Doherty, Esq.	Wanhill
673	Luna	cutter	26	J. M'Curdy, Esq.	Fife

At 1h. 40m. the starting gun was fired, and as excellent a start as we ever witnessed took place, the vessels getting their head canvas set with a smartness and efficiency most creditable to the amateur crews. The Echo, in the centre station, was thought the quickest, the Luna next, and then the Secret, but it would require a critical eye indeed to tell that they were not entirely manned by professional seamen; the Echo at once took the lead out between the piers; the Luna made a bold dash for the second place, but the Secret, in the weather berth, came out with a rush and collared her at the Piers, establishing herself to windward, the three vessels shaving the pier-head so closely as to excite fears that they would touch the rocks; from this point to the Kish Lightship they laid their course on an easy bowline, keeping well to windward, lest the wind should veer more easterly on them. A large fleet of yachts were hove-to outside, waiting to have a stretch under the lee of the racers, and in a moment all were under weigh, to the number of some 13 or 14 vessels, presenting a most beautiful appearance as the bright sun was reflected from their snow-white canvas. It is much to desired that the example of Kingstown yachtsmen would be more generally followed at other stations; the punctilious manner in which they avoid getting in the way of racing craft is much to their credit, and

no matter what might be the size of the craft, or the amount of the prize contended for, the same jealous care is always observable. At 2h. 10m. the Luna drew up under the lee of the Secret, but in a few minutes the veteran racer again gave the Clyde lassie a view of her counter, and away they sped merrily to the Kish Light, the Echo still leading, with the Secret drawing fast upon her, and watching her every movement; it was evident the Secret was making a bold effort to wrest the Kish from the Echo, but the latter would not have it at any price, and boldly challenged to win; the lightship was reached and jibed round the first time in the following order and times:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.		
Echo	2	40	39	|	Secret	2	41	0	|	Luna	2	45	0

Good work this between the Echo and Secret. "Out mainsheets and shift jibs!" was no sooner ordered than executed. Again the Secret made a rush at the Echo and tried to force a passage to windward, but the wary owner of the "fairy sound" had no fancy to whisper even a Secret; it was down helm and flatten in the sheets, and a neat little bit of nautical jockeyism resulted in both boring off their course, the merry little Luna all the time making a straight run for the North Burford Buoy, and gaining considerably on them. All at once they woke up to the danger of allowing the Luna too much play, for the light weight was going down wind like a little race horse; so up went both helms, the Echo still holding the pride of place. The East Bar Bouy was rounded in the following order and times:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Echo	3	36	48	| Secret	3	37	8	| Luna	3	38	15

Well done Secret and bravo Luna! Both vessels well within their time of the Echo. From this mark it was a dead turn to windward to the harbour of two miles and a-half; the new sails and want of preparation here told on both Secret and Luna, the Echo lying up nearly a couple of points higher, and going along at top speed, whilst the Secret and Luna, although head reaching very well, were sagging away bodily to the leeward. The vessels made a long board on the port tack in to the back of the West Pier; the Enid, which accompanied them round the course, leading the way in grand style, and displaying an amount of speed that promises a worthy first-class champion for the Dublin waters in July. The Echo was the first to tack for the harbour, followed immediately by the Secret, and at an interval of about a minute by the Luna. The Secret made good work on the stretch along the back of the pier, and closed with the Echo, but the latter had her

now in the toils—time was beginning to tell against her in the beat to windward. The hauling buoy in the harbour was rounded thus:—

	h. m. s.				h. m. s.				h. m. s.		
Echo	4	8	0	Secret	4	9	15	Luna	4	15	0

On the beat up, the Luna's topsail did not appear at all to stand with the rest of her canvas, and her jib was larger than might be carried with advantage. Her crew shifted the tack of her topsail when standing in on a wind for the harbour buoy. This we hope a little foresight upon a future occasion will lead them to do when running off a wind. We do not mean to cast any reflection upon their seamen-like abilities; but such a moment was rather critical to risk stopping a vessel's way. The Enid, which was leading them round the course, just after rounding the harbour buoy, was struck by a fresh puff, and her weather cross-tree arm giving up, away went her topmast short off by the mast-head iron. The wreck, however, was very soon got on deck, her flag bent to the stumps, and she was off again most smartly in pursuit of the racers. The Echo slightly increased her lead to the Kish on the second round, the Secret in second place, the Luna third, and they rounded the lightship as follows:—

	h. m. s.				h. m. s.				h. m. s.		
Echo	5	2	45	| Secret	5	4	25	| Luna	5	12	0

On the run to the East Bar Buoy, the Secret drew on the Echo slightly, but, barring accident, it was evident to all that the Echo had the race in hand, and meant the cup to take a prominent position in her plate locker. The east buoy was rounded as follows:—

	h. m. s.				h. m. s.				h. m. s.		
Echo	5	51	45	| Secret	5	53	26	| Luna	6	1	0

On the beat to windward for the harbour the last time, the Echo displayed the same points of going, in fact this was her great gaining part of the course throughout the match; the Secret and Luna suffering, as before stated, from the stretching of their new canvas. The latter held a better wind than on the first round; the Echo made but one stretch along the bank of the west pier, when she tacked for the harbour, but the Secret made two short tacks in order to avoid the young flood, making up the bay, and rather gained by it; however, the Echo was too far ahead for anything short of a miracle to prevent her winning. The fine schooner *Mirage*, Capt. Lovett, was anchored outside the flagship, and just so placed as to give a nice opportunity for the amateur helmsmen to display their skill in shooting up in a half tack between both vessels, in order to weather the flagship and leave her on the starboard hand. This manœuvre was admirably performed, the

vessels shaving the *Mirage's* stern, shooting head to wind, filling again, and rounding the flagship in the following order and times:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.		
Echo.....	6	33	3	|	Secret.....	6	40	0	|	Luna	6	46	55

The *Echo* was declared the winner, and the success of the owner was hailed with much enthusiasm, as no yachtsman is more warm and energetic in the support and promotion of yachting than Mr. Doherty. The time allowance was half a minute per ton; it will thus be seen that the *Echo* defeated the *Secret* by 5m. 30s., and the *Luna* by 8m. 55s. The course, inclusive of an extra distance made in turning to windward, of about 33 nautic miles, was performed by the *Echo* in 4h. 58m., at an average speed of $6\frac{1}{2}$ knots an hour. The three vessels were handled and steered remarkably well throughout the match, and we hope it will be the precursor of many more such in Dublin Bay. The *Enid* came in alongside of the *Secret*, thus sparing them her topail round the corner. The cup was presented to the winner at the monthly meeting of the club on the evening of Tuesday, the 7th, at Rathbone's Hotel, Kingstown, when a numerous attendance of members testified a warm interest on the occasion.

The second match of this club, for fourth-class vessels, exceeding seven and not exceeding twelve tons, and for fifth-class vessels, not exceeding seven tons, was fixed for Saturday, June 11. The prizes were a very handsome oak barrel, mounted on silver wheels, of the value of 12 guineas, and a glass tankard, mounted in silver, value £5. The entries were for the first prize, the *Magnet*, cutter, 12 tons, E. J. Bolton, Rear-Commodore; *Ripple*, cutter, 12 tons, J. Campbell; and *Virago*, cutter, 11 tons, J. Eyre. And for the second, the *Dudu*, centre-board sloop of the *Truant* class, 4 tons, S. Nolan; *Julia*, wherry, 3 tons, D. Ferguson; and the *Hookey Walker*, latteen, 4 tons, R. Battley. The weather, which for some days had looked unfavourable, burst out with a heavy southerly blow on Friday night, and on Saturday morning there was a very fresh breeze at south-west, alternating with strong squalls, which promised a rough day and wet jackets to the amateur seamen. It was therefore determined by the committee not to start the small vessels, but postpone their match until next meeting.

In the fourth class only the *Magnet* and *Virago* took up their stations, the former under double-reefed mainsail, double-reefed foresail, and third jib; the *Virago* with reefed mainsail, whole foresail, and second jib, rather too much canvas for such a day. At 1h. 45m. the starting gun was fired; the *Magnet* had got on the wrong cant, owing to some

delay in the time of starting, and the *Virago* went away with the lead; but shortly after leaving the harbour she bore up, not being sufficiently prepared for the match, and her professional skipper declining to go round the course, as his owner had not been enabled to arrive in time. The *Magnet*, therefore, hauled down a third reef, and, setting a fourth jib, proceeded over the course, which was from the East Pier head to the South Burford buoy, thence to the North Burford and East Bar buoys, round the red hauling buoy in the harbour's mouth, and round again, leaving the harbour buoy and flagship on the starboard hand when coming in. Distance, inclusive of beating to windward, about twenty-four nautic miles, which the *Magnet* went over in 5h. 9m. arriving in the harbour at 6h. 54m.

A feeling of disappointment was expressed by many an amateur sailor of this club when he opened his eyes on the morning of Saturday, June 18, and heard the casements rattling under the force of a decided breeze from the W.N.W., and this was the more provoking as the glass had risen a good 2-10ths during the night, and after the rain of the previous day and the storms of the week, every one had promised himself a fine day. There was no help for it, however, so the committee duly met at half-past twelve o'clock, the Commodore in the chair, and postponed the race of the smaller yachts under seven tons until Thursday, June 23, and at one o'clock the red flag at the signal-staff of the Royal Irish sent the larger class to their stations, but with topmasts housed and prudently reduced canvas.

The entries were unfortunately small, as various causes had operated to make the match of the third class—exceeding 12, and not exceeding 25 tons—which had been expected to prove the crack race of the season, one of the worst contested. Some boats were not ready, others could not get round from the north and south on account of the weather, and at one time it seemed as if there would not be a race at all. However, at the eleventh hour, two of the fourth class came pluckily forward to fill the vacancies, and, entering under the fifth sailing regulation at the minimum tonnage of the class to which they aspired, became for the nonce 13 tonners, the *Virago* by this means sacrificing two, and the *Ripple* one ton of their allowance. As, however, they received 25 seconds time from the *Luna* (25)—a beautiful new specimen of Will Fyffe's building—an arrangement which gave them nine minutes each in a 22-mile course, the discrepancy in fine weather would not have been so startling, but in the strong blow of Saturday, and under two and three reefed mainsails, of course it became a "horse to a hen." Go, however, they would, and all appeared with their racing flags duly

half masted, but at the last moment the professional avocations of the *Virago's* owner stood in the way of his own pleasure, and he was reluctantly obliged to haul down his new white and blue cross, and retire from the contest.

The *Luna* and *Ripple* took their places, and at 1h. 55m. a gun from the Vice-Commodore's fine vessel (the *Enid*) sent them away with topmasts struck, the *Luna* with two, and the *Ripple* with three reefs in her mainsail. The *Luna* had best station, and led through the piers about four seconds, *Ripple* going beautifully, and for the first mile rather drawing on her larger rival. The wind had at this time considerably lulled, and running nearly dead before its force was little felt, so the *Luna's* crew, getting a *little* nervous, set to work, and soon had their topmast on end and a jib-headed topsail set over their two-reefed mainsail, under which she began to go away. The *Ripples* were not, however, to be thus outdone, and soon up went their stick, and, not to be behindhand in pluck, in a trice a very sizeable square-headed topsail made its appearance, under which she held her own well. The South Burford was reached—*Luna*, 2h. 32m. 15s.; *Ripple*, 2h. 34m. 15s., and it was then a quarterly reach to North Burford one mile, in which *Ripple* held her own, but wisely stowed her topsail and topmast before hauling dead on a wind, to beat up against the last drain of ebb to the East bar, distant four miles.

The *Luna* met a fierce squall as she rounded, flattened in her sheets, hauled down her topsail, and away on the port tack, reaching in towards Howth, but in striking her topmast it slewed a bit, and got jammed in the trussel tree, where it stuck, and all the efforts of her crew could neither get it up nor down. while she careened over to the fierce puffs which now came down stronger and stronger. The *Ripple*, which had shifted her jib for a small one, stayed round the buoy, and stood off on the starboard tack across the bay—very bad policy, for while the *Luna* caught the ebbing tide under Howth sweeping up towards the mouth of the river during the last hour of ebb, the *Ripple* got the whole stream of both the ebb and river, and sagged bodily to leeward. She did not stand long on this tack, but, perceiving her mistake, was soon about and in hot pursuit of *Luna*. Weight and power, however, in a heavy sea and strong breeze will tell, and the *Luna* went fast away, rounding East Bar at 3h. 45m., when she checked her sheets and went off like a race-horse for harbour. She jibed round the Hauling Buoy (a very neat job) at 4h. 6m. and was off again, sending up her topmast and topsail on her way, and seeing the *Ripple* some way out in the bay standing across for the harbour, having wisely given up a race in which she would

have had no chance so long as the spars and gear of the *Luna* (all good and new) stood.

When the *Luna* reached the buoys she hauled down her topsail, and struck her topmast, making all snug for her beat up, and now she really found the weight of the wind and sea, which, with the young flood going to windward, had become much heavier, and was very nasty and short. She reefed her foresail and triced up a bit of her tack, and so took it easy until she reached the bar at 6h. 10m.; when she shook out the reef in her foresail again, flew across to the harbour and rounded the *Enid*, amidst cheers from all the surrounding vessels at 6h. 27m. 10s., the winner of her first cup, which her owner well deserved for so pluckily starting on the 4th instant against the much larger boats, and when his vessel was only half prepared and ballasted.

[We have so frequently been applied to respecting the insurance of yachts, that we have much pleasure in giving publicity to the following:—*En. H.Y.M.*]

YACHT OWNERS' MUTUAL MARINE INSURANCE ASSOCIATION.

At the Offices of Messrs. Tatham & Co., 35, Pudding Lane, Eastcheap.

1.—That the affairs of this Association shall be managed by a Committee of not less than five persons, chosen by and from the members, three to be a quorum, who shall meet once a quarter, or oftener if required, to examine claims, and, if passed, to order payment by the Manager's draft at not more than two months' date; and that the members of this Association, severally and respectively, and not jointly on in partnership, nor the one for the other of them, but each of them only in his own name, shall insure each other's yachts from noon of the 20th March until noon of the 20th October following, against such losses, perils, and damages (as hereinafter set forth in the following rules), which may be sustained or received by their respective yachts, or caused or done by them to other vessels, except under circumstances hereinafter particularly excepted.

2.—That the Committee shall have full power in any port to survey or appoint any person or persons to survey yachts insured in this Association, and to order such stores, materials, and repairs, as they may deem necessary; and any member refusing to comply with the order of the Surveyor after receiving notice, shall, in case of loss or average before the required stores are provided and repairs done, suffer a deduction of 50 per cent.; and in case of damage, where a claim is to be made on this Association, the Surveyor shall be at liberty to procure an estimate for the repairs; but should the owner choose to repair under his own supervision, he shall be at liberty to do so, but in such case no claim over the estimate shall be admitted.

3.—That whenever any yacht insured in this Association shall put into

any port for repairs, the owner of such yacht shall immediately report to the Manager, who is authorised to appoint Surveyors on behalf of this Association, and to examine such yacht, from time to time, as they may think fit whilst she is undergoing repairs, and that all accounts consequent on such repairs which are to form a charge on this Association, must be submitted to the Manager for his examination and report before the said yacht leaves the said port.

4.—That all average claims, and claims of abandonment, shall be adjusted and settled conformably to the custom of Lloyd's or the Royal Exchange by a professional average stater (except as otherwise directed by these rules). But should the Committee or the assured be dissatisfied with such adjustment, they may refer the same to two professional average staters, or two other competent persons, with power for such two persons to appoint an umpire; and the award of such three persons, or any two of them, shall be final, and all other cases of dispute, of whatever nature, shall be referred in like manner; but the Committee and Assured, by mutual consent, may refer all such adjustments or disputes to one person only, whose award shall also be final; and no action at law shall be brought until the arbitrators have given their decision. All arbitrations to be held in London, unless by mutual consent elsewhere.

5.—That in the statement of average, the usual deduction of one-third, new for old, shall not be made from any claim in respect of any average on any Yacht insured in this Association until the end of one year from the date of the yacht's first register. That no claim for caulking shall be allowed unless the yacht has been caulked throughout within five years; nor for the customary difference of price on all descriptions of metal sheathing, together with the expenses incidental to stripping off and working on the same, if the sheathing has been on more than four years when taken off.

6.—That no claim shall be allowed for any repairs of damage below the wales unless arising from, or in consequence of the yacht having been on shore or in contact with some substance other than water; but the Committee have power in peculiar cases to relax this rule at their discretion.

7.—That the sums to be insured in this Association shall not exceed £2,000 on each yacht; the value of the yacht to be declared on entry and agreed to by the Committee. No steam yacht will be admitted.

8.—That no claim shall be allowed for any damage sustained by a yacht sailing in a match, or for any boat when hanging in davits or being towed astern.

9.—That the insurance on yachts in this Association shall commence at noon 20th March, and cease at noon 20th October; any loss or damage taking place after noon of the 20th October, or before noon of the 20th March, will not be recognized by this Association,

10.—That no claim for a less sum than £10 be allowed.

11.—That no claim shall be entertained for any loss or damage that may be sustained while engaged in attempting to render any salvage services.

12.—That all damages or losses by stranding or otherwise shall, without

delay be made known to the Manager, and all protests, vouchers, surveys, and average statements, shall be sent to the Manager, and laid before the Committee, and be subject to the stipulations named in the Rules of this Association; and all yachts lost or damaged, or doing damage to other vessels, shall contribute to their own loss or damage, and no claims shall be admitted on any yacht sold with her average, without the approval of the Committee; and in the event of any yacht being stranded or damaged, and not taken into a place of safety, it shall be lawful for this Association to use every possible means in their power to procure the safety of the yacht, the owner bearing his proportion of expenses incurred; and any owner or his representative refusing the co-operation of the agents of this Association for the safety of a yacht, shall suffer a deduction of not less than 25 nor over 50 per cent. in the settlement of the claim; and it is here provided, that no acts of the Association or its agents, under or in pursuance of the powers hereby reserved to the Association, shall be deemed or taken to be an acceptance or recognition of any abandonment of which the assured may have given notice to the Association; and this Association, under any circumstances, shall only pay for the absolute damage caused by the dangers and accidents of the sea, which in no case is to exceed the sum insured.

13.—That all drafts for claims shall be duly accepted, and punctually paid when due; and if any member shall neglect or refuse to accept or pay his contribution, on receiving notice from the Manager, his respective yacht or yachts shall immediately cease to be insured in or by this Association, but he shall still be liable to contribute to all losses which may occur during the continuance of the policy, and the Solicitors for the Association shall be directed to sue for the amount due.

14.—That in case of damage or loss by contact which any yacht in this Association may do to others, this Association shall be liable to contribute its proportion, but not beyond the sum insured; and also law costs given in any suit or action defended by the previous undertaking in writing of the Managers, upon this policy, which action is to be brought or defended by the owner, who is to give or find bail, if required; but in no case shall this Association pay for loss or damage to one or both vessels more than the sum insured on policy.

15.—That in case of loss, the owner shall cease to be an underwriter on all other yachts from the date of such loss; but in case of sale, or transfer by mortgage, the owner shall give due notice of the same to the Manager, on receipt of which his risk shall cease, when the policy shall be considered cancelled, unless transferred to the purchaser or mortgagee by permission of the Committee; but no mortgagee shall have any claim for loss or average, unless an undertaking has been previously given to pay all calls that may be or shall fall due, and that in the event of the death of any member, the executor or administrator shall be allowed to withdraw his yacht or yachts on giving the Manager a written notice to that effect, and the Manager, unless he receives ten days' notice to the contrary, shall renew each policy on its expiration, except in cases where the Committee may think proper

not to renew the same, when they shall cause a similar notice to be given to the parties concerned.

16.—That the Committee shall have power to call General Meetings of the Association, who shall have authority to make, repeal, alter, or amend Rules or Regulations for the government of the Association; and the decision of the majority shall be binding and conclusive upon all the members; that every member wishing to propose any alteration in the Rules at the Annual General Meeting held in March, shall give written notice thereof to the Manager, on or before the 1st of January preceding the said meeting. At all General Meetings members shall be entitled to one vote for each yacht entered, and may vote by proxy, such proxy being a member.

Editor's Locker.

YAWLS v. SCHOONERS.

MR. EDITOR.—Since I addressed my last letter to you on this subject I have been looking with much interest to the match sailed under the auspices of the Royal Thames Yacht Club from the Thames to Harwich, as likely to throw some light upon it, and although I freely admit that the success of the Whirlwind, a yawl, over such schooners as the Albertine and Madcap is against my views of classing them together, still I think that no candid person who has read the admirable reports of the race, which have appeared, will deny that from the lightness and direction of the wind, almost dead on end the whole way, and from the necessity imposed on the larger vessels of keeping out in the tideway to avoid the banks, the result has by no means weakened my position or shown that round an ordinary racing course, where at least one-half is running or reaching, a fast fore and aft schooner is unfairly treated by being made to contend with yawls. In the above match everything was against the schooners, yet the Madcap beat the Water Lily, and was but little astern of the Whirlwind, while the Glance, cutter, not half their tonnage, beat them all. The Whirlwind is, moreover, a remarkable fine specimen of her class, and while a cutter was very fast, and I may remark, *en passant*, that the fact of such yatchmen as her owner, and those of the Water Lily, Speranza, Dream, Amazon, and Spell, who well understand what a yacht should be, and are not led away by mere fashion, preferring the yawl to the raking schooner, now so much the go, is a strong argument for encouraging such equipped craft to become more common, and not for debarring them from ever enjoying a bit of racing with a fair chance of success. Surely it is fairer to class them, being two masted vessels, with schooners than with cutters, particularly as it is the long boom, which yawls cannot well have, though schooners may and do, that gives cutters their great superiority when on a wind. Bray regatta is the next place where this classification is adopted, and I hope to see some of each rig contend there under amateur steersmanship. But the Royal Mersey Regatta, where the

committee have stuck to their old rule, will give the best chance, if the weather be favourable, of a really good trial among all classes; and if some of the fine large yawls are entered I look forward to a most interesting contest of all three rigs, as the larger races are started together, and the vessels go round the same course; but, unluckily, the return match I hoped for at Kingtown will not take place, as the committee of the Royal St. George's have, for some reason unknown, reversed the decision of the Royal Irish last year, and have excluded yawls from their schooner race. The Royal Yacht Squadron have also this year adopted the classification I advocate, and as their race for Her Majesty's Cup is to be a handicap, we shall see what the opinion entertained at head-quarters is of the relative merits as regards speed of the two rigs, but I greatly fear that in the present state of information their data for fixing the relative times must be mere guess work, as it would puzzle even the Admiral himself to fairly adjust the weights on a lot of horses if there had never been previously any weight for age races run. When the result of the races I have mentioned, and, in addition, that from the Mersey to Kingtown, is known, there will probably be something more definite known on which to act; and meantime I do not expect that the owners of the Aline, Albertine, Circe, Galatea, Diadem, Madcap, Wildflower, or Violet will be scared off the course, or be willing to admit the absolute superiority of yawls—and if they are, the question may be fairly asked what are the great merits of schooners.—Yours, &c.

June 14.

RED WITH WHITE MALTESE CROSS.

REGATTAS AND MATCHES.

- July 1.—Royal Mersey Yacht Club—Second day
 7.—Royal St. George's Yacht Club—Regatta in Dublin Bay
 7.—Norfolk and Suffolk Yacht Club—Regatta at Wroxham
 9.—Prince Alfred Yacht Club—Rowing matches
 9.—Royal London Yacht Club—Ocean match to Harwich
 11.—Ipswich Regatta
 13.—Royal Harwich Yacht Club—Regatta at Harwich
 14.—Royal Harwich Yacht Club—Regatta at Walton-on-the-Naze
 14.—Ranelagh Yacht Club—Sailing Match
 15.—Sailing barge match—Erith to the Chapman Head and back
 19.—Royal Cork Yacht Club—Regatta two days
 20.—Royal Yorkshire Yacht Club—Regatta two days
 21.—Royal Dee Yacht Club—Regatta at Parkgate
 22.—Humber Keel Regatta
 23.—Clyde Yacht Club—Regatta, Dunoon
 25.—Temple Yacht Club—Sailing Match
 28.—Royal Northern Yacht Club—Regatta at Oban
 28.—Swansea Regatta

NOTICE TO CORRESPONDENTS.—The Life-Boat and others stand over.

All Communications to be addressed 6, New Church Street, N.W., London.

HUNT & Co., Printers, 6, New Church Street, Edgware Road N.W., London.

HUNT'S YACHTING MAGAZINE.

AUGUST, 1864.

YACHTS AND YACHTING.*

BEING A DESCRIPTION OF THE BUILDING, MASTING, RIGGING, SAILING, AND
GENERAL MANAGEMENT OF YACHTS.

CHAPTER XXXVI.

THE rules in the last chapter being the principal that have been laid down, by the application of which, and a little time devoted to barometrical observations, a yachtsman will soon become an average meteorologist, of the advantage of which he will soon be convinced. When observing with the barometer on land it must be borne in mind that the column of mercury falls about the tenth of an inch for every hundred feet of elevation above the level of the sea. When placed in circumstances that the depth of water in the rise of the tide is of moment, such as in harbours, that dry at low water, watching to cross a bar, entering docks, putting a yacht on the dry slip or gridiron, or launching her, the state of the barometer must not be disregarded, particularly if there is much fluctuation of the mercury; the tides being affected by atmospheric pressure, if there be a considerable rise of the quicksilver there will be a relative depression in the tides, and *vice versa*; the average of either is considered to be about a foot of water to an inch of mercury, but the rise or fall may sometimes range much beyond. It is recommended that observations of the barometer should be made at the hours of

* Continued from page 308.

9 a.m. and 9 p.m., when the quicksilver stands higher, and at 3 a.m. and 3 p.m., when it stands lower than at any other period in the twenty-four hours.

For all ordinary purposes of yachting the marine barometer will be found sufficient, with of course dry and wet bulb thermometers; very often these latter are never thought of, but as temperature, and moisture or dryness, have such important effects in connection with atmospheric changes, the necessity for their use becomes apparent, and when accuracy of result is desirable the indications of the thermometers should always be closely observed in connection with those of the barometer. Many yachtsmen carry on board, besides the mercurial barometer, both the aneroid and sympiesometer.

The aneroid barometer owes its invention to M. Conté, Professor of the Aërostatical School at Meudon, near Paris. In M. Conté's balloon ascents during the war in Egypt he found the ordinary barometer subject to so much oscillation as to be nearly useless; he therefore devoted his attention to the making of a barometer that, whilst simple in construction, should obviate the inconvenience experienced in the mercurial barometer; for this purpose he adopted a bowl made of iron or copper, with a cover of very thin sheet steel, which, when the bowl become exhausted of air, was kept in its position by a series of internal springs; the air being pumped out of this vacuum vase the atmosphere pressing upon the steel cover caused it to rise and fall accordingly as the pressure varied, and these variations were registered by a hand connected with the steel cover, and moving over a divided dial plate above. This plan, however, did not succeed, the form of the top of the vacuum case being that of an arch was not adapted to the purpose, and changes of temperature exercised such a prejudicial influence upon it that this form of instrument had to be rejected. M. Vidi next took up the subject, and making his vacuum case of a circular shape with flat top and bottom, introduced a gas as a compensating agent for the results of varying temperature. Since that time the aneroid barometer has undergone many modifications and improvements, particularly by Mr. Dent; but the principle involved in its construction is the same, viz., that a vacuum case of thin metal containing compensating gas is acted upon by the pressure of the atmosphere and being connected by means of springs, and a combination steel and brass bars arranged as levers, gives motion to a

passing backwards and forwards over a dial divided to represent the state of the weather.

The aneroid is a very beautiful and useful little instrument; but it must be remembered that it is not an independent instrument, for aneroids must be set originally by barometers, and require adjustment from time to time, for which purpose a screw is attached to the back of the external case which, by raising or depressing the principal lever connected with the vacuum box, sets the hand so as to correspond with any particular mercurial barometer. Aneroids are very sensitive, and are not affected by a vessel's motion, and therefore under circumstances when it may be difficult to use the common barometer will be found very useful; they can be carried anywhere, on deck, in the companion slide, or any other convenient place; concussion of the air or vibration of wood, caused by firing guns does not affect them materially; for measuring heights they are portable, convenient, and tolerably accurate, the indicator or hand moving like that of a watch, and recording the height above the level of the sea, or the difference of height between two elevations.

The sympiesometer is also a very useful and highly sensitive instrument, indicating approaching changes more quickly than the barometer: in it hydrogen gas is used, which presses on the oil contained in the tube with a uniform pressure at an equal state of temperature; it is a very delicate instrument and requires careful handling; the top should be always kept uppermost, and it should be placed in such a position that the heat of the sun, fire, or cabin lamp may be avoided; the pressure of the atmosphere acting upon the oil in the tube causes it to be raised or depressed according to density; it is used in conjunction with a thermometer attached to it, the hydrogen gas in a sympiesometer being highly sensitive any change of temperature is equalised by the sliding scale of the instrument being set to correspond with the height of the mercury in the thermometer; when taking an observation of the sympiesometer, the *pointer* of the sliding scale should be moved on the *verted* scale of the instrument over which it slides, until it corresponds with the degree of height indicated by the thermometer; then the height of the fluid in the sympiesometer tube, as indicated by the sliding scale, will give the pressure of the atmosphere.

These are the principal weather foretelling instruments used at

sea; the mercurial barometer and aneroid may be used independantly of each other, that is, either alone constitutes an effective weather glass; but a sympiesometer may be regarded in the light of a check upon either or both, and, from its sensitive nature, drawing attention to the others. Oil sympiesometers are considered to be subject to the influence of lightning or electricity to a greater extent than the other glasses, a fact which should be borne in mind when any great difference becomes evident in comparing them with the common glass or the aneroid.

A yachtsman furnished with these three instruments and the necessary thermometers, will find his meteorological department complete; there are printed forms now published which he should also provide himself with for keeping a daily record of observations, extending over a period of a week or more; these are ruled in columns for each day, with the dates at the top and a scale corresponding with that of the barometer at the sides, by making a dot upon the paper at the height corresponding with the glass and the hours of observation, with the date at the top of the column, and by connecting these dots across the paper from day to day, the line described will record the movements of the glass for the previous days, and at a glance enable a judgment to be formed of the weather to be expected; the maximum and minimum height for the 24 hours may be kept up on these slips if thought necessary; and if observations of the three instruments be recorded on the same slip, where any difference of altitude occurs, it can be denoted by a continuous dark line for the barometer, a dotted line for the aneroid, and a stroke and dot line for the sympiesometer.

In using the mercurial barometer or aneroid for the purpose of measuring heights, the fact of the pressure of the atmosphere diminishing as we ascend affords the means of doing so. Air being elastic, the stratum nearest the earth, and those strata immediately succeeding it, suffer compression from the weight of the superior strata, thus increasing the density of the lower belts of air; but on ascending out of them the quantity of superior strata is gradually diminished, and their compressing force and density becomes proportionally less. If this decrease of density varied according to a fixed or known law, as might probably exist were the temperature the air found at all elevations the same, much of the difficulty that exists would be overcome; but as the temperature varies in

irregular manner, causing a similar irregularity in the change of the barometric column, it renders the computation of heights by the barometer rather complex. Notwithstanding these difficulties however tables have been constructed, founded upon the principles above stated, by which the difference of level of two places can be approximately determined, the heights of the barometer and thermometer being known. I append one of these tables, as it may be

TABLE.

Barometer Inches	Height in feet	Barometer Inches	Height in feet	Barometer Inches	Height in feet
31.0	0	26.8	3829	22.7	8201
30.9	85	26.7	3921	22.6	8317
30.8	170	26.6	4025	22.5	8434
30.7	255	26.5	4124	22.4	8551
30.6	341	26.4	4223	22.3	8669
30.5	427	26.3	4323	22.2	8787
30.4	513	26.2	4423	22.1	8906
30.3	600	26.1	4524	22.0	9025
30.2	687	26.0	4625	21.9	9145
30.1	774	25.9	4726	21.8	9266
30.0	862	25.8	4828	21.7	9388
29.9	950	25.7	4930	21.6	9510
29.8	1038	25.6	5033	21.5	9632
29.7	1126	25.5	5136	21.4	9755
29.6	1215	25.4	5240	21.3	9878
29.5	1304	25.3	5344	21.2	10002
29.4	1393	25.2	5448	21.1	10127
29.3	1482	25.1	5553	21.0	10253
29.2	1572	25.0	5658	20.9	10379
29.1	1662	24.9	5763	20.8	10506
29.0	1753	24.8	5869	20.7	10633
28.9	1844	24.7	5976	20.6	10760
28.8	1935	24.6	6083	20.5	10889
28.7	2027	24.5	6190	20.4	11018
28.6	2119	24.4	6297	20.3	11148
28.5	2211	24.3	6405	20.2	11278
28.4	2303	24.2	6514	20.1	11409
28.3	2396	24.1	6623	20.0	11541
28.2	2499	24.0	6733	19.9	11673
28.1	2582	23.9	6843	19.8	11805
28.0	2675	23.8	6953	19.7	11939
27.9	2769	23.7	7064	19.6	12074
27.8	2864	23.6	7175	19.5	12210
27.7	2959	23.5	7287	19.4	12346
27.6	3054	23.4	7399	19.3	12483
27.5	3149	23.3	7512	19.2	12620
27.4	3245	23.2	7625	19.1	12757
27.3	3341	23.1	7729	19.0	12894
27.2	3438	23.0	7854	18.9	12942
27.1	3535	22.9	7969	18.8	13080
27.0	3633	22.8	8085	18.7	13219
26.9	3731				

found very useful to yachtsmen in calculating the heights of mountains at different places visited by them during their cruises. By observing the height of the barometer at the foot of a mountain or other elevation; and, again, when it is carried to the summit the difference between the number of feet placed in the table opposite the height recorded at the lower station, and the number of feet set against the barometer height at the upper station, will give their difference of height—nearly.

It cannot be too forcibly impressed upon yachtsmen, that whilst they adopt the indications afforded by the mercurial barometer, aneroid, or sympiesometer, as reliable guides to the weather that may be anticipated, and as warnings not to be neglected when they prognosticate bad symptoms; yet that natural phenomena, such as I have mentioned in a previous chapter, should not under any circumstances be neglected; by combining observations of both, a much greater degree of certainty may be attained, than by depending solely on the one, and paying but slight, or no attention at all, to the other. Instead of being guided by the ordinary lettering on the faces of barometer plates, which cannot be regarded at best as more than a mere fanciful illustration of the principles involved in the construction of the barometer, it will be found more effectual in theory and practice to connect the fluctuation of the quicksilver with the lettering of the hand of nature in the seas, the clouds, and on the land; if certain natural appearances denote a change, and that the weather prognostics afforded by instruments corroborate these appearances, a confidence is induced that leaves no requisite preparation unattended to; but the absence of this confidence will often lead to a hardihood and contempt likely to involve dangerous consequences. Sudden and dangerous transitions of but very short duration may occur, which a ready appreciation of natural phenomena will prove sufficient warning against, when perhaps an observation of an instrument might not be thought of; whilst on the other hand the slight and gradual fluctuation of instruments will draw attention to the corresponding appearances observable from a study of the elements, and enable a discrimination to be exercised between what is dangerous only in appearance and not in real

(To be continued.)

ROYAL ST. GEORGE'S YACHT CLUB REGATTA.

NEVER before on the placid waters of Kingstown harbour, or one may venture to assert on any other waters, floated at one and the same time such perfect specimens of naval architecture as were at anchor on the evening of the 6th July, the day preceding the regatta of the Royal St. George's Yacht Club.

Here ranged, side by side, were to be seen representatives of all the celebrated yacht builders in the kingdom; here were Hatcher's Phryne, the great victor of 1863; Ratsey's new Alerte; the iron yacht Astarte, designed by Hatcher; the Viudex, of the same material, by the same draughtsman; Fife's pretty Xema; Wanhill's Echo, and the far-famed Secret; White's gallant Osprey; the old and well-known Volante, by Harvey, the still more ancient and of more wide world renown Mosquito, besides others of the same class, all ready and eager to contend for the pride of place on the morrow. Those in the smaller class, less in size but not the less symmetrical in shape, were Hatcher's Thought; Wanhill's Queen; the Meteor, a new and pretty 20 tonner, from the Welsh coast; the swift Ripple, from Belfast, and Fife's new Luna. The Rose, the Shamrock, and the Thistle all equally ready and equally anxious for the morrow.

The weather had been extremely wild and ungenial for the three preceding weeks, but, fortunately a change of moon on the previous Monday had wrought a favourable change in the weather, and the morning of the 7th dawned with a bright and cheerful sky, and a nice gaff-topsail breeze from the north. One by one the various large yachts moved towards their respective buoys as the time for the start drew near, and when all were moored the following magnificent craft had taken up their stations to contend for the 100 sovereign prize, open to all yachts of 40 tons and upwards. Long course twice round :—

Numbered as in Hunt's Universal Yacht List for 1864.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
768	Mosquito	cutter	59	T. Houldsworth, Esq.	Mard
1376	Volante	cutter	59	H. C. Maudslay, Esq.	Harvey
	Alerte	cutter	55	J. Sladen, Esq.	Ratsey
	Phryne	cutter	55	T. Seddon, Esq.	Hatcher
1	Vindex	cutter	45	A. Duncan, Esq.	Millwall I. Co.
	Avalanche	schooner	47	J. Wheeler, Esq.	Wheeler
	Dawn	cutter	59	M. Dalway, Esq.	

nd ranged in one graced line they formed as fine a sight as any
y tsman could imagine.

Precisely at 10h. 35m. the second gun boomed out its signal for the start, and almost simultaneously up went the jibs and away flew the fleet; smartest however among the different crews or lighter in hand than the rest was the *Mosquito* which, bounding away with the breeze, led the yachts out of the entrance to the harbour at goodly speed, and standing on a wind for the flag-boat off the harbour rounded it before any of her antagonists, the *Volante* being second, and *Alerte* third. Off with the sheets and away for the second point was then the order of the day, and now as the breeze would favour her the *Volante* would draw upon the *Mosquito*, when the latter would again make a spurt and leave her opponent; the *Vindex* also would make a rush at the *Phryne*, who, in her turn, would again creep away and foil her enemy, and so they sped on their course, and most interesting it was to watch the different changes of position, few and far between though they were, as the *Mosquito* still retained her lead, and the *Phryne* was as sorely pressed by the *Vindex* as at first, until the latter, carrying away her topmast, fell astern. The wind now increased and the *Kish* was rounded the first time—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
<i>Mosquito</i>	11	56	0	<i>Alerte</i>	12	2	50	<i>Avalanche</i> ...	12	8	20
<i>Volante</i>	11	57	2	<i>Vindex</i>	12	8	20	<i>Dawn</i>	12	8	30
<i>Phryne</i>	12	1	30								

After this no change took place in the relative positions of the vessels during the first round. Towards mid-day the wind changed to the N.E. and dropped considerably, still the *Mosquito* held the pride of place, and the flag-boat off the harbour was passed the second time by *Mosquito*, at 1h. 19m.; the *Volante*, 1h. 22m.; *Phryne*, 1h. 26m.; and *Alerte*, 1h. 26m. 30.; the others a mile astern. From this point the wind became still lighter and more variable, and in one of its latter moods gave a favourable turn to the *Volante*, so that she rounded the *Kish* for the second time ahead of her old and formidable rival; the lightship being passed—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
<i>Volante</i>	3	17	0	<i>Phryne</i>	3	32	0	<i>Alerte</i>	3	47	0
<i>Mosquito</i>	3	21	15	<i>Vindex</i>	3	39	0	<i>Dawn</i>	4	10	0

Once ahead the *Volante* seemed endued with fresh life, and every mile to gain on her opponents, this fine race ultimately finished in the hour by:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
<i>Volante</i>	4	38	0	<i>Phryne</i>	5	15	0	<i>Alerte</i>	5		0
<i>Mosquito</i>	4	53	0	<i>Vindex</i>	5	37	0				

The others not being timed; reflecting yachtsmen may consider

little improvement has lately been made in yacht building, when out of such a fleet the two oldest boats, the one built in 1848 the other in 1852, should be the leading vessels.

The second race was for a prize of 30 sovereigns for all yachts under 40 tons. Short course, three times round.

For this prize the following yachts were entered:—

Numbered as in Hun's Universal Yacht List for 1864.

No.	Names of Yachts.	Rig.	Ton.	Owners.	Builders
598	Kilmeny	cutter	30	A. Finlay, Esq	Fife
82	Avoca	cutter	38	H. O'Brien, Esq.	Harvey
918	Queen	cutter	28	F. M. Ross, Esq.	Wanhill
673	Luna ..	cutter	25	J. M'Curdy, Esq.	Fife
1465	Xema	cutter	35	Major Barton	Fife
1042	Secret	cutter	33	T. D. Keogh, Esq.	Wanhill

At 12 o'clock the second gun was fired under very unfavourable circumstances, as the wind had become so light and variable that it became a mere matter of chance which vessel took the lead. So unfavourable was the start, that while the Luna was leading the Xema and the Queen round the first flag-boat, the unfortunate Secret and equally unfortunate Kilmeny were becalmed inside the harbour. Eventually, however, they did get away, and as the wind somewhat freshened they soon improved their apparently forlorn position, and when off the Burford buoy the leading vessels ran into a calm, the Secret and Kilmeny came up, and all were on even terms. Towards sunset a breeze once more sprang up, when the Secret and Kilmeny went to the front, with the Xema and Avoca in close attendance, and so they continued on their somewhat tedious course without any variation. As they approached the harbour for the last round, it seemed tolerably evident that, barring accidents, the prize would be won by either the Secret or Kilmeny, so well within their time of the rest did they appear to be, when one of those sudden freaks of fortune brought as pretty a finish to a race as ever was seen, but, at the same time, deprived one of the two last-named vessels of her well earned laurels. They were all making for the harbour, and coming dead before a light wind with every yard of canvas spread, when suddenly a dark cloud came from the north shore a brought with it a freshening breeze at the very last moment, bringing up at once the hindmost vessels to the leading ones, the whole fleet entering the harbour in a ruck and rounding the flag-ship:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Secret	8	25	17	Xema.....	8	29	5	Luna	8	30	5
Kilmeny	8	28	0	Avoca	8	29	20				

The Secret being declared the winner by 48 seconds in one of the best matches that ever was seen.

. The third and last race of the day was for a piece of plate value 20 sovereigns for yachts under 15 tons, for this there came to the buoys:—

Numbered as in Hunt's Universal Yacht List for 1864.

No	Names of Yachts.	Rig	Tons	Owners.	Builders.
698	Magnet	cutter	12	E. J. Bolton, Esq.	Holden
124	Bijou	cutter	12	R. D. Kane, Esq.	Wanhill
950	Ripple	cutter	12	J. Campbell, Esq.	Fulton
1368	Virago	cutter	11	J. Eyre, Esq.	

The start took place at 1h. 30m. in a breeze very suitable to the size of the craft, and they all got well out of the harbour together; this happy state of things, however, lasted but a short time, as the Ripple soon took up a most commanding position and every mile increased her lead considerably, making the match altogether a very one-sided affair, the flag-boat being reached by Ripple, 7h. 0m. 29s.; Virago, 7h. 55m. 12s.; Magnet, 7h. 57m. 58s.

A somewhat fresher breeze and a brighter sky greeted the assembled yachtsmen in Kingstown on Friday the 8th, and certainly the Royal St. George's had never greater reason to congratulate themselves on the way in which they had been favoured by the weather than now; the breeze was undoubtedly too light to thoroughly test the qualities of the different vessels, but there was sufficient breeze to enable the different craft all to complete their course, and there was a bright sky, a state of things, in our uncertain climate, which we should be only too glad to be able to secure at a regatta, where everything depends on a fine day. Friday's programme was sufficiently attractive to bring a goodly array to the starting buoys, and the first race on the card for 50 sovereigns for all yachts, was contended for by:—

Numbered as in Hunt's Universal Yacht List for 1864.

No.	Names of Yachts.	Rig.	Ton.	Owners.	Builders.
598	Kilmeny	cutter	30	A. Finlay, Esq.	Fife
768	Mosquito	cutter	59	T. Houldsworth, Esq.	Mare
1287	Thought	cutter	27	J. Jones, Esq.	Hatcher
1376	Volante	cutter	59	H. C. Maudslay, Esq.	Harvey
879	Phryne	cutter	55	T. Seddon, Esq.	Hatcher
1339	Vindex	cutter	45	A. Duncan, Esq.	Millwall I.
839	Osprey	cutter	59	F. S. Stanley, Esq.	White
849	Enid	cutter	57	F. Scovell, Esq.	Wanhill

And various were the prognostications as to which would prove the successful boat, many thinking that the wicked looking little Thought in such a breeze would be hard to beat on time, while others again fancied the weather just such as suited the old Mosquito. At 11 o'clock they all let go their springs, when the Mosquito, acting the same part that she did yesterday, again shewed her antagonists the way to the Kish, the Thought being second round the first flag-boat, Phryne third, then Vindex, Volante, Osprey, and Enid; in running for the Mugglins the Phryne passed the Thought, but with this exception they rounded it as they had left their moorings; from thence to the Kish was a dead beat, and now one by one Vindex and Volante pass the Thought, going into third and fourth place respectively, but she was not to be passed by either Osprey or Enid, but held her own most gallantly. Kilmeny carried her topmast at this period of the race and lost all chance of a good position; but with regard to the others it was any one's race, as the time round the Mugglins, which just completed half the course, will shew:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Mosquito	1	34	15	Volante	1	43	38	Enid	1	47	34
Phryne	1	35	20	Thought	1	45	48	Osprey	1	47	50
Vindex	1	39	30								

After rounding the Mugglins the beat out to the Kish for the second time commenced, and seldom was a match more carefully sailed by the different skippers than this, as each knew, where all were so evenly matched, that the least mistake in judgment or skill would be fatal to the chance of his craft. The Mosquito and Phryne were at length seen making for the harbour so close together, that it was difficult to see which was the leading vessel, while the Vindex hung on the quarter of the Phryne in most dangerous vicinity, and as the breeze was now very light there were not wanting those who prophesied a repetition of the Luna case of yesterday, by the Thought bringing up a breeze at the last moment and taking her time of the leading vessels, such, however, was not destined to be the case, as the wind though light, continued steady, and the flag-ship was reached by:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Phryne	5	10	53	Vindex	5	11	29	Thought	5	26	14
Mosquito	5	11	18	Volante	5	13	8	Enid	5	27	17

The Vindex winning on time by three minutes.

The next match was for schooners for a prize of 100 sovereigns, when the Albertine took so long to pick up her moorings that the start was not effected until 12h. 15m. at which time the following got off—

Numbered as in Hunt's Universal Yacht List for 1864.

No.	Names of Yachts	Rig.	Tons.	Owners.	Builders
407	Fiery Cross	schooner	51	J. Stirling, Esq.	File
15	Albertine	schooner	156	Lord Londesborough	Inman
685	Madcap	schooner	70	J. Dunbar, Esq.	Wanhill

They left their buoys with a very light breeze, but little suitable to test their qualities in any way. The Albertine could but just creep along, while the Madcap being a so much lighter boat felt the zephyr more easily and passed to windward of her powerful adversary; once in advance the Madcap seemed to have taken a lease of her position, as from one buoy to another she led the Albertine and Fiery Cross, and never allowed either of them to head her once, the race terminating:—Madcap, 6h. 56m. 57s.; Albertine, 7h. 2m. 0s.; Fiery Cross, 7h. 8m. 10s.

The third and last match of the day was for cutters of 20 tons and under, to compete for a prize of 20 sovereigns, for which only three craft came to the moorings:—

Numbered as in Hunt's Universal Yacht List for 1864.

No	Names of Yachts	Rig	Tons	Owners	Builders
	Spell	cutter	12	M. Scallan, Esq.	Fulton Owner
950	Ripple.....	cutter	12	J. Campbell, Esq.	
745	Meteor	cutter	20	Capt. Iremonger	

The wind was somewhat stronger than when the schooners started, and at one o'clock they all got out of the harbour, Ripple to windward, then Spell, and then Meteor; the Ripple soon began the same tactics as yesterday and took a strong lead, the Meteor, a new boat, being evidently unfit to run, having bent her sails for the first time the previous Monday to bring her across the Channel, and the Spell being no match for such a boat as the Ripple, the race eventually finishing:—Ripple, 5h. 58m. 35s.; Meteor, 6h. 55m. 31s.; Spell, 6h. 59m. 30s. And thus ended the Kingstown Regatta of 1864, and we question if ever a more successful meeting has taken place in the bay. Too much praise cannot be given to the Committee for the pains they evidently taken in the classification of the yachts and the general management of the regatta, and it is to be hoped that the Royal L will not be above taking a wrinkle with regard to the former in regatta next year.

PRINCE OF WALES YACHT CLUB MATCH.

THE second match of the season of this club took place on the 30th June, between vessels under 15 tons—for a handsome silver gilt cup and cover, presented by the Club of the value of 20 guineas, for first vessel; and T. O. Buss, Esq. presented a telescope, a marine double opera glass, and a portfolio of charts, for a second prize. The course from Erith to the Chapman and back. Time race one minute per ton. The following started :—

Numbered as in Hunt's Universal Yacht List for 1864.

No	Names of Yachts	Rig	Ton	Owners	Builders
280	Dione	cutter	12	T. Field, Esq.	Harvey
298	Dudu	cutter	15	Capt. Baldock	Hatcher
824	Octoroon	cutter	12	Cecil Long, Esq.	Hatcher
11	Alexandra	cutter	15	G. Harrison, Esq.	Millwall I. C.

The *Ærolite* and *Satanella* entered but did not start. Rear-Commodore, R. Sadlier, Esq., was the officer in command, as the Commodore and Vice were on board their respective yachts contending in the race. The wind was about W.N.W. strong, when the start took place (at 12h. 30m.) *Octoroon* was first under canvas setting jib-headed topsail, headed *Alexandra*, which had the best place, followed by *Dudu*, and then *Dione*. The wind being fair they ran through the Rands, at a rapid pace, when off Purfleet *Alexandra* overhauled *Octoroon* which had shifted her topsail for a square-headed one, the others having set the same at starting. Here *Dudu* passed both, taking the lead; the *Octoroon* falling into third place. The former increased her lead considerably, whilst *Dione* was greatly in the rear of all. In St. Clements the wind was nearly abeam, they ploughed along at times half buried, *Alexandra* gaining on *Dudu*, and off Northfleet *Octoroon* coming up to *Alexandra*, a smart match took place between the two, by which *Dudu* was much benefitted, for so engaged were the two opponents, that they forgot in their struggle the advantage the leader was gaining, and she passed Gravesend a good quarter of a mile before the others. The *Alexandra* here shook off *Octoroon*, and when in Lower Hope all doused squaresails bowling along at a tremendous speed, with lee bulwarks under. In Sea Reach squaresails were again set by all but *Alexandra*, no further alteration took place, and they rounded the steamer off Chapman thus :—

	h.	m.	s.		h.	m.	s.
Dudu	2	32	50	<i>Octoroon</i>	2	36	10
<i>Alexandra</i>	2	34	40	<i>Dione</i>	2	39	24

The rounding was well performed, the tide was ebbing still strong, and they beat up the Essex shore. The Dudu looking well as the most successful vessel, but unfortunately after making a few boards she ran on the bank about a mile above the Light, where she was left in the company of a small vessel that had taken the ground previously. This of course placed the match entirely between Alexandra and Octoroon. Off Holy Haven they struck topsails and topmasts, and the latter was drawing on her opponent and a smart contest ensued, and when off Shell Haven the Octoroon ran through Alexandra's lee, and took the lead. The latter again got up topmast and hoisted topsail, and when nearing the Ovans buoy again came up to Octoroon, but she having followed the example of Alexandra, her topsail assisted her in getting away, and they fetched into Gravesend Reach without a tack. In St. Clements and Long Reach the Alexandra drew occasionally on her rival, and off Purfleet the Alexandra by skilful handling was enabled to fetch into the Rands, in one reach, and another excellent match on the Thames this season was finished thus:—

	h. m. s.				h. m. s.				h. m. s.				
Alexandra ...	5	24	55	|	Octoroon	5	24	56	|	Dione	5	46	0

The Octoroon was declared the winner by time of the first prize, Alexandra receiving the second. Mr. R. Hewett sailed the Octoroon, and Mr. W. Bain the Alexandra. The Oread Steamer was engaged, commanded by Captain Wheeler, who is the best on the river for affording the company a good opportunity at all times, for viewing the matches, without incommoding the racing vessels.

ROYAL WESTERN YACHT CLUB OF IRELAND REGATTA.

THIS was originally appointed to come off on June 21st, but owing to the death of one of the influential members of the club it was postponed until the 23rd and 24th. The weather for some days previous had been unsettled, and fears were entertained that the English and Scotch vessels would not fly their bunting at Queenstown. However, as the time drew near, various well-known craft came in, until a numerous fleet collected in the harbour. The hopes and spirits of the Royal Westerns rose in proportion, and when such vessels as the *Thou*g Mosquito, Phryne, and other *celebrities* made their "numbers," a g regatta was "booked" as a certainty. Every preparation had b made by an excellent sailing committee, and on the first morning the meeting, we find on the card eight vessels from whom great w were expected.

ROYAL WESTERN YACHT CLUB OF IRELAND REGATTA. 355

The first prize offered was of the value of £100, which consisted of a splendid solid silver plate having a rich floral tripod base, upon which are placed three exquisitely executed statuettes, representing England, Ireland, and Scotland—a Sailor, a Highlander, and an Agriculturist, from the midst of which sprang a palm tree, the leaves spreading out of the top, formed a receptacle for a crystal vase, the whole standing nearly 2 feet high. Mr. Bennett, of Cork supplied this beautiful specimen of art.

The entries comprised the following:—

Numbered as in Hunt's Universal Yacht List for 1864.

No	Names of Yachts	Rig	Tons	Owners	Builders
84	Avoca	cutter	39	H. H. O'Bryen, Esq.	W heeler
839	Osprey	cutter	63	F. S. Stanley, Esq.	White
80	Avalanche	cutter	47	J. Wheeler, jun., Esq.	W heeler
18	Alerte	cutter	56	J. Sladen, Esq.	Ratsey
768	Mosquito	cutter	60	T. Houldsworth, Esq.	Mare & Co.
879	Phryne	cutter	55	T. Seddon, Esq.	Hatcher
1287	Thought	cutter	27	J. Jones, jun., Esq.	Hatcher
69	Astarte	cutter	74	T. Seddon, Esq.	Day & Co.

The Phryne did not start.

The course was from moorings opposite the club-house, round the Spit Lighthouse, thence down through the Man-of-War Roads, and out through the Narrows to sea, round a flag-boat moored 2½ miles S.E. ½ E. of Roche's Point Lighthouse, thence round a flag-boat moored 2½ miles S. of Roche's Point, from whence to a flag-boat moored off Robert's Head, back into the harbour, and round the Bar Rock buoy, over the same course again, winning between the Club Quay and a flag-boat stationed opposite. Direct distance 40 nautic miles.

The morning opened with a strong breeze at W. and N.W., accompanied by heavy showers; as the time drew near the vessels let go their bowfasts, and swung with their heads to the eastward, hanging by their quarter-springs, and were riding very unsteady, and at every fresh puff mischief threatened; at length Osprey got athwart the stern of the Avalanche in swinging, and the Avoca in endeavouring to avoid a similar accident got her gaff jammed within the mainmast of the flag-ship, the strong wind forcing her against the latter, so that she could not get down the sail to get clear. The Thought also was near coming to grief alongside the Astarte, but fortunately escaped. The Avalanche burst the jaw-rope of her gaff, and the Mosquito carried away a portion

of the wood planking just under the taffrail, whilst ranging upon her spring.

At 12h. 56m. the preparatory gun was fired, and the Osprey and Avalanche got under way by mistake, and they had hardly regained their former berths, than the second gun announced the right time of starting, 1h. 4m. The *Alerte* was first away, followed by Osprey and Mosquito together, then Thought, Astarte, and Avalanche. The *Avoca* was delayed by the accident before mentioned about a quarter of an hour. *Alerte* had a reef in her mainsail and a jib-headed topsail set over it, as did Thought; Osprey carried square headed, whilst Astarte and Mosquito sported jib-headed: the *Alerte* jibed round the Spit Light first, followed in a few seconds by Osprey and Mosquito; and in two minutes after the others. The *Alerte* jibed all standing, and the sudden shock drove her ahead, she shot out from under the lee of Avalanche and Thought, and drew on Mosquito. Avalanche passed Thought to windward, and ran up on the weather of Astarte, both drawing on Mosquito and Osprey. The Astarte when nearing the eastern boat shot through Mosquito's lee, and took third place; the boat was rounded thus:—*Alerte* 45s. ahead of Osprey, which was 30s. ahead of Astarte, Mosquito fourth, Avalanche fifth, and Thought sixth, only a few seconds between them, Avalanche and Thought hauled down their topsails and housed their topmasts; all vessels lay close for the south boat, a lop of sea on, the others carried all on. Astarte overhauled and passed Osprey to windward and took second place, and shortly after *Alerte*, Osprey and Mosquito took in their topsails, the two latter housing their topmasts. The *Alerte* and Astarte rattled away merrily, holding good winds, and the little Thought gave signs of improvement. In racing for the western buoy the Astarte passed *Alerte* to windward, when the latter immediately tacked to starboard, and at that time the Mosquito passed Osprey to windward. The Avalanche went in pursuit of *Alerte* up the bay, and weathered the Thought, the Astarte tacked to starboard on port tack to weather the west boat, followed by Mosquito and Osprey, the other vessels that had tacked up the bay going for it on the starboard tack. In rounding the western boat the Osprey and Avalanche had a narrow escape of fouling, but by skilful management they ran alongside of each other without danger. Avalanche however considerably thrown out. From this mark the vessels lay along the western land, the Mosquito drawing up on *Alerte*'s weather quarter, and both closing on the Astarte; the Osprey also drew towards the leading vessels, followed by Avalanche, Thought,

Avoca considerably astern, the Astarte led through the Narrows by about 300 yards, the Mosquito and Astarte sailing a splendid beam and beam race; during which the latter was sailed in a true yachting style, going a fair right-away course, when she had the opportunity of luffing and boring the Mosquito to prevent her passing; Mr. Seddon was highly commended for this act, and it appears he was desirous of trying the merits of the respective vessels. Through the Narrows the fleet showed well, and as they drew near the Bar Rock buoy some excellent handling was exhibited, especially by the two last named who each tried to round it first; and after a sharp struggle the first round was finished thus :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Astarte	3	3	45	Osprey	3	8	30	Thought	3	13	45
Mosquito	3	3	50	Avalanche.....	3	11	25	Avoca	3	15	5
Alerte	3	7	30								

The Avoca it will appear had made use of her legs, in overhauling the others so near, but she gave up contesting further, owing to the accident at the start.

On going out of the harbour on second round Astarte drew away from the others, and in passing Roche's Point was two minutes ahead of Mosquito, the second vessel. All went on well till nearing the southern boat, when Astarte appeared to have sprung or injured the jaws of her gaff, however it did not impede her progress, for her crew soon made it all safe, and when rounding the boat she was still two minutes ahead. In rounding the next mark, the western flag boat, the Astarte was leading, Mosquito second, Alerte third, Osprey fourth, Avalanche fifth, and Thought sixth, there being only 8m. 15s. difference between the first and last. The wind was baffling and puffy, and they hugged the western land. The Mosquito was unfortunate the wind breaking her off, whilst the Astarte held a better vein; the Alerte shook the reef out of mainsail, and having stood well in shore took a splendid breeze off the land, and assumed a threatening appearance, the Osprey also got the same wind, and both vessels looked well towards overhauling the leaders. The Astarte and Mosquito had another bout together, each alternatively having a slight advantage. Weathering Dognose Point the Mosquito made a short tack to the western shore under Rupert's Tower, the Alerte and Osprey following in example. The match was now very exciting; the Astarte was still luffing, but jammed down to leeward of the Spit Light, her crew probably fearing her gaff would betray them if they made a tack, as the Mosquito had done, and standing on for Cuskinny, so as to run the risk of only one tack, and then being enabled to make one board along the

shore for the flag-ship. The *Alerte* was coming up very fast, and the *Thought*, having shaken out her reef previously, set a topsail off Ringabella Bay, was ploughing away right merrily. The slightest mistake now on the part of *Mosquito* would have been fatal. *Astarte* tacked to port on the starboard, the *Mosquito* coming up on the port tack; there was a large steamer in the headway of her, and if she bore away astern she would have to give way to the *Astarte*, and have missed taking the Spit Light. This was a critical position of affairs, that nothing but prompt decision would serve, therefore dash went the *Mosquito* at steamer, and all were aghast, destruction seemed inevitable! When near the steamer down went the helm, which the old gal answered cheerfully, flew up in the wind, and clearing the steamer was soon under way again, just weathering the *Astarte* at the Spit. The wind was due west down the Haulbowline Passage, so they had to make short tacks up to the flag-ship, and amid much cheering the match was finished thus:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
<i>Mosquito</i>	5	4	1	<i>Alerte</i>	5	7	20	<i>Avalanche</i>	5	16	40
<i>Astarte</i>	5	5	1	<i>Osprey</i>	5	10	34	<i>Thought</i>	5	19	40

The allowance of time was the same as the Royal St. George's Yacht Club.

	m.	s.
<i>Mosquito</i> defeated <i>Astarte</i>	4	10
" " <i>Alerte</i>	6	39
" " <i>Osprey</i>	7	18
" " <i>Avalanche</i>	8	4
" " <i>Thought</i>	2	9

The *Mosquito* was sailed by W. Walker, *Astarte* by Callaway.

The second prize of £15 for vessels under 15 tons did not fill.

A Silver Cup, value £5, was given for competition among small yachts under 30 feet over all, which was won by the *Irene*, G. Peterson, beating *Alabama*, J. O'Sullivan, and *Lady Audley*, G. Richardson, which latter carried away her boom.

The Man-of-Wars' Gig Race, for a prize of £4, was won by Admiral Jones's gig, beating that of the *Hastings*.

The Whale Boat Race was won by *Princess* (£4), beating *Fanny* (£1), and *Rose*.

Several boat and punt races during the day, fireworks, and a d in the evening.

The *Second Day* opened with strong breezes and heavy sho but, nevertheless, a large number of persons assembled. The first was termed the Consolation Cup, which was given as a soother t

unsuccessful of the previous day, and was of the value of £50. The next prize was the Challenge Cup, value £50, given by W. Inman, Esq., with £10 added by the club for vessels belonging to the club. These were sailed together over the same course, and the following entered:—

Numbered as in Hunt's Universal Yacht List for 1864.

No	Names of Yachts	Rig	Tons	Owners	Builders
CONSOLATION CUP.					
839	Osprey	cutter	63	T. S. Stanley, Esq.	White
84	Avoca	cutter	39	H. H. O'Bryen, Esq.	Wheeler
80	Avalanche	cutter	47	J. Wheeler, Esq.	Wheeler
1297	Thought	cutter	28	J. Jones, Esq.	Hatcher
879	Phryne	cutter	56	T. Seddon, Esq.	Hatcher
18	Alerte	cutter	56	J. Sladen, Esq.	Katsey
CHALLENGE CUP.					
80	Avalanche	cutter	47	J. Wheeler, Esq.	Wheeler
84	Avoca	cutter	39	H. H. O'Bryen, Esq.	Wheeler
6	Ænone	cutter	16	J. Corbet, Esq.	Fife

The Consolation Cup was sailed for as a handicap race, thus:—Phryne, Osprey, and Alerte sailed each other even as 56 tons, and the Avalanche and Avoca as 56 to 47 and 33 respectively; the Thought sailed the Avalanche and Avoca as 28 tons to 47 and 33. Time allowance the same as previous day.

The vessels were swung with their heads down the roadstead, with bowfasts bent to prevent them ranging. The starting gun was fired at 12h. 58m. in a heavy squall and rain; the Thought, ever on the alert, bounded off with the lead; Avoca, Alerte, and Avalanche were next abeam, and then Osprey and Phryne. The latter was last to get away, and Ænone being close inside her, she unfortunately got foul of the latter, the space being so narrow as to render it impossible to hold a vessel in command, the consequence was the little one's bowsprit was carried away, and she was unable to proceed in the race. All the vessels made a dash down wind for the Spit Lighthouse, Thought and Alerte rounding it beam and beam, followed by Avoca, then Avalanche and Osprey passed beam and beam, with Phryne coming up on Avalanche's weather quarter. Going down Man-of-War Roads Alerte took the lead, the Phryne and Osprey reaching through the fleet beam and am at a rapid pace, took second place, with Thought third, the Avoca and Avalanche next came rushing up, and the former drawing away n up to windward of Thought, but the little one put a stop to her by tting across her bows. Avoca, however, was determined to pass, and or a sharpish struggle ran through her lee. The water at this time

was much broken, and there was a nasty lop of a sea on, which at times washed the Thought's deck. The Avalanche, seeing the Avoca's success, tried on the same dodge, and for a time the Thought neatly stopped her; it was only by superior power that she succeeded in forcing a passage. Roche's Point was passed by Alerte with a good lead, followed by Phryne, Osprey, Avoca, Avalanche, and Thought last. Osprey and Phryne had a turn, the former trying to weather the latter, but it was no go; during this the Avoca drew up very fast under the lee of these vessels. The eastern flag-boat was rounded by Alerte first, then Phryne, Osprey, Avoca, Avalanche, and Thought, a difference between the first and last being only 3m. 45s. The Osprey carried her jib-headed topsail over a reefed mainsail; the Phryne, Osprey, and Avoca held a fine wind out on the starboard tack, the Alerte not being able to house topmast, it having got fast in the cross-trees, suffered from it accordingly, and the Avalanche's head reached under the Avoca's lee; the little Thought kept well on her way. The southern boat was passed by Alerte first, followed by Osprey and Phryne a long way to windward of it. Avoca and Avalanche together and tacked to starboard, Thought to starboard on Avoca's quarter. It was a dead beat to the western boat, and the Phryne, having stood away S.W. on long tack past the southern boat, was a very leading and weatherly position, both Alerte and Osprey being abeam of her to leeward; the Avalanche went through the Avoca's lee, the Avoca holding a fine wind, as also did the Thought on the weather quarter. The Bar Rock buoy was rounded in the following order and times:—Phryne first, Alerte, Avalanche, Osprey, Avoca. Immediately after the Alerte burst the chain pennant of her bobstay, and greatly to the regret of all who witnessed her determined efforts; this threw her out but she did not give up, as her crew turned to with a will to repair damages. The Thought after sailing a plucky race thus far gave up, as the wind and sea were too much for her. Roche's Point was passed the second time going out by the Phryne first, Avalanche second, Osprey third, and Avoca fourth; there being a difference of between first and last of 11m. 45s. In this order they proceeded with little variation to western boat, where Osprey was found to have wrested second place from Avalanche. The Phryne continued to improve her lead until going through the Narrows, when the Osprey began to draw fast upon her, but her efforts came too late to gain leadership; and the flag-ship was passed thus:—

	h. m. s.				h. m. s.		
Phryne	5	15	0	Avalanche.....	5	23	
Osprey	5	20	36	Avoca ..	5	4	

It will thus be seen that the Phryne beat Osprey by 5m. 36s., the Avalanche by 4m. 1s., and the Avoca by 16m. 50s. for the purse of £50., and the Avalanche defeated the Avoca by 14m. 9s. for the Iuman Challenge Cup, which as she was the holder, having won it last year, Mr. Wheeler became its possessor.

The third match was for a prize of £5 between small yachts, which was won by the Lady Audley.

A race for £10 between the branch pilots of the port, resulted in the victory of the Wild Hunter. A race between men-of-war's boats was won by the Hastings. Several other matches followed, one of which was by four-oared gigs manned by members of the rowing clubs; the prize was a Challenge Cup, value £20, with £10 added by the club. For this the Glance (Lee, R.-C.), J. O'Keefe, M. Foley, T. M'Carthy, R. Clarke, R. Johnson (cox.); and the Dream (Cook, R.-C.), J. Weir, C. Drinan, R. Foley, T. Byrne, J. Drinan (cox.). As usual with local crews, the match created great interest. Both crews made an excellent start, the Dream with the lead. After rowing a beam and beam race, a yacht coming to her moorings closed both in towards the shore, when a foul took place. After getting clear, the water being very rough, they were nearly swamped and had to run ashore for safety.

The regatta was one of the best known at Queenstown, and reflected credit upon all concerned.

ROYAL MERSEY YACHT CLUB REGATTA.

THIS affair came off on July 1st and 2nd, for a heavy gale on the 30th ult. prevented the commencement of sports as originally advertised. Notwithstanding the threatening appearance of the early morning the steamer engaged by the Club was crowded by the members and their friends, the greater portion of whom were ladies. The first prize was a magnificent centre-piece of silver, in the shape of an ornamental column springing from a tripod base, surmounted by a crystal vase for holding fruit or flowers, the whole standing upon an ebony pillar. On two of the flagstaffs were displayed the burgee and ensign of the Royal Mersey, beautifully executed in blue enamel, with a blank banner for the name of the winner to be engraved thereon, value 100 guineas: it was from the establishment of Wordley and Co., Lord Street. For the starting buoys the following:—

Numbered as in Hunt's Universal Yacht List for 1864.

No	Names of Yachts	Rig	Tons	Owners	Bull ter
768	Mosquito	cutter	59	T. Houldsworth, Esq.	Mare & Co.
528	Heroine	cutter	48	J. C. Atkins, Esq.	Wanhill
69	Astarte	cutter	73	T. Seddon, Esq.	Day & Co.
	Stanley	cutter	17	J. Gibbons, Esq.	
1376	Volante	cutter	60	H. C. Maudslay, Esq.	Harvey
879	Phryne	cutter	54	T. Seddon, Esq.	Hatcher
598	Kilmeny	cutter	30	A. Finlay, Esq.	Fife
1359	Vindex ..	cutter	45	A. Duncan, Esq.	Millwall L. Co.

The course was from the landing stage down the Queen's Channel to the Pillar Beacon, thence to the North-west Lightship, across to the North-west Buoy, the former position of the lightship, and back to the Pillar Buoy, then back to the North-west Buoy again, returning to the Pillar Buoy, leaving it on the starboard hand the last time, and back up the Queen's Channel, winning between the flagship—Commodore Grave's schooner, *Ierne*—and the Prince's Landing Stage. The Sailing Committee, however, shortened this course on Friday in consequence of the weather, by dispensing with the second rounding of the North-west Buoy. With the long beat down Queen's Channel the distance was about 44 nautic miles.

The starting gun was fired at 11h. 26m., and never was there a more exciting scene witnessed on the Mersey. From the number of persons assembled ashore and afloat to witness the matches it was evident these aquatic amusements are greatly appreciated. The vessels were all under double reefed mainsails and foresails, with reefed bowsprits, small jibs, and topmasts housed. A more wickedly prepared looking fleet perhaps never left the starting buoys; the wind blew very fresh at N.W. giving a dead turn to windward down the Queen's Channel, with a nasty sea on. They all canted to the western shore, and so evenly and rapidly did they get away that it was almost impossible to individualise any one vessel as being quicker than another: if there was a shade to choose from, we should say the *Mosquito*, *Vindex*, and *Heroine* were a thought the quickest under canvas. It was a splendid sight as they settled down to their speed, a wild breeze blowing, the spray flying in clouds off their bows, pressed as they were through a broken heavy sea, with daring and skill that elicited loud and repeated bursts of admiration board the club steamer. The *Mosquito* and *Vindex* drew out first the ruck, with the *Heroine* third, and *Astarte* fourth. They all went short tacks along the New Brighton shore. Off the Rock Light *Mosquito* had weathered on them still more, and the *Astarte* went

the second place, with the Vindex third, Volante fourth, Heroine fifth, Kilmeny sixth, on the lee bow of Phryne seventh, and Stanley eighth; after passing the Rock the Mosquito held a fine wind along the edge of the Burbo, with the Astarte and Vindex head-reaching under her lee; next came the Volante, going splendidly, too, and looking to windward of the Astarte; the Heroine just in the wake of the Vindex, and the Kilmeny leading the Phryne. They were all pitching very heavily in the sea, and making the spoon-drift fly in clouds to leeward. It was, indeed, as fine a sight as could be witnessed to see these noble cutters plunging through the wild and broken sea like mad things, affording a treat of nautical skill and seamanship that is seldom called into requisition or tested so severely at the generality of sailing matches.

About noon the Vindex, Heroine and Volante tacked to port, the Volante coming up on Vindex's weather quarter, the Mosquito still holding the weather gage of the fleet. Astarte passed under Mosquito's stern, and tacked to starboard on her weather quarter, but still could not catch up the veteran clipper, notwithstanding her power in the heavy sea; and the little Kilmeny was making grand work of it, too, up in the midst of her powerful rivals. When the Mosquito tacked to port and weathered the Astarte, the Volante followed the example of the Mosquito, drawing up under her lee, as also did the Phryne. The Vindex was coming up through the fleet at this period in grand style, holding a splendid wind on the port tack. The Astarte now began to threaten Mosquito; she was on her weather beam, holding a fine wind on the port tack; and when the Mosquito went about on the starboard tack, the Astarte weathered her for the first time; the Astarte did not seem to be quick in stays, or to get life into her very rapidly after going about, and here in the heavy sea and short tacks it told against her; but as she was enabled to make longer boards further down the Channel, she made up for it; a wicked tug now commenced between her and the Mosquito for the weather gage. The Vindex held a grand tack down along the Burbo, when the Mosquito on the starboard tack put her about, the Astarte just to windward of Mosquito; and the three vessels stood in for the Burbo; the Mosquito did not at all seem to like being between such rivals, and accordingly tacked sharp to starboard, but her antagonists were all alive to her movements and the Vindex tacked on her weather quarter, and Astarte on her weather bow; the Volante and Phryne drew up under their lees very rapidly, and both weathered the Vindex. When the Phryne shifted her jib, and the Mosquito tacked to port on starboard tack to get from between Astarte and Vindex, she

put the *Volante* about, and immediately tacked to starboard again; the *Vindex* now drew ahead of *Phryne*. The *Astarte* weathered the *Crosby* Lightship, going along in grand style, leading the fleet, with *Mosquito* second, *Vindex* third, *Volante* and *Phryne* together, and then *Heroine* and *Kilmeny*, the *Stanley* some distance astern, and we believe shortly after bore up, as we saw no more of her during the rest of the day. The *Volante* drew rapidly up with her vessels, and when the *Mosquito*, *Phryne*, and *Vindex* tacked to port, she weathered the two latter. The wind now fell lighter, and the vessels shook out a reef. The *Mosquito* about 12h. 36m. weathered on the *Astarte*, and now commenced as exciting a struggle between these two as could be seen; at one time the *Astarte* would weather the *Mosquito*, and on the next tack *Mosquito* would again collar her and resume the weathergauge, and for a long time they were tack and tack in this manner, weathering each other alternately, the *Volante*, *Phryne*, and *Vindex* coming up hand over hand, and the *Kilmeny* going like a witch, and weathering the *Heroine*. At length, however, the *Mosquito* launched out to windward again, going along splendidly, and the *Astarte* tacking in mid-channel appeared either to have been struck by a sea or hung in stays, for she suddenly stopped her way and *Vindex* and *Phryne* drew up on her.

Going for the Pillar buoy the *Volante* and *Phryne* had a sharp struggle, both were on the port tack, the *Volante* to windward, and as they approached the bank the *Phryne* forced *Volante* about with the intention of covering her, but the *Volante* held on to the last moment, and then shooting ahead in stays cleverly escaped from getting under the lee of *Phryne*. The *Mosquito* was well ahead of her vessels when, in tacking to port, three seas caught her one after the other and completely stopped her; she had to keep her fore sheet to windward to pay her off. This was a terrible mishap for the brave old ship, as the other vessels swooped upon her at once like a flight of hawks, and the *Volante* and *Phryne* weathered her; the *Vindex* had been sadly hampered under the lee of the vessels, and not being able to clear her wind could not get a chance; at 1h. 20m. the *Volante* and *Phryne* tacked for the Pillar Buoy on the starboard tack, followed by *Vindex*, the *Volante* to windward and leading. The *Mosquito* was coming for the buoy on the port tack; she made a grand rush for it, weathering the *Phryne*, but having to pass under the *Volante*'s stern, a close shave, when she immediately went about to windward of the *Volante*. The *Phryne* drew out under the *Volante*'s lee, and the three vessels passed the Pillar Buoy the starboard tack almost together. The *Astarte* held on the port for a long time after passing the buoy and stood away north, setting

whole mainsail and getting up her topmast. It was still a beat to windward to the N.W. Ship, and we could not get the time of any other vessels round the buoy, but when they all got on the starboard tack along the tail of the banks, making a long board for the ship, they stood thus:—Phryne 1, Volante 2, Mosquito 3, Vindex 4, Kilmeny 5, Heroine 6, and Astarte 7. The leading vessels set their whole mainsails, the Phryne and Volante rather drawing away from the fleet, but the Mosquito and Vindex held a splendid wind, as also did Astarte; all the vessels were seemingly afraid of each other to make any demonstration about setting topsails. It was hanging on every inch to windward, and yet the wind was lightening, and they were under short canvas. Whilst the Kilmeny was setting her whole mainsail the Heroine passed through her lee; the Phryne at length got her topmast up, and immediately the Volante passed her to windward. The Kilmeny again drew up abeam of the Heroine, with the Astarte just to windward of both.

As the vessels approached the N.W. Lightship it was a grand race between Phryne and Volante, the former setting a jib-headed topsail. The rounding was accomplished thus:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Volante	2	2	18	Vindex.....	2	7	20	Kilmeny	2	8	30
Phryne	2	3	0	Astarte	2	8	0	Heroine	2	15	0
Mosquito	2	4	30								

Volante, Mosquito, Vindex, and Heroine got up their topmasts, and set topsails in the reach down for the N.W. Buoy at the entrance to the Horse Channel, and the Phryne shifted her jib-headed for a square-headed topsail, and both her and the Astarte set balloon jibs, the Mosquito setting her balloon foresail. The Kilmeny did not get her topmast up for a long time, and more was the pity, as she held her own wonderfully against such fast vessels, and we think threw away her best chance at this point by not doing so. The Astarte endeavoured to pass Vindex to windward, which the latter luffed for a moment to prevent, but at once seeing that she was overpowered, whilst the headmost vessels would be drawing away, she again bore away and the Astarte passed her, the Heroine also passed the Kilmeny. The N.W. Buoy was rounded thus:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Volante	2	32	9	Astarte	2	39	35	Heroine	2	41	30
Phryne.....	2	33	20	Vindex.....	2	40	20	Kilmeny	2	43	12
Mosquito	2	34	20								

The same relative positions were preserved until nearing the Pillar Beacon, when the Phryne drew up on the Volante, the latter set her balloon foresail, and again got away from Phryne; but just at the buoy

the Phryne again made a rush, and a beam and beam struggle ensued between them, and they passed the buoy together followed by the others as above noted. On the run home up Channel the Phryne again drew ahead, and the Mosquito overhauled the Volante, but the Vindex looked the most dangerous vessel now, and was, as usual, handled most carefully, for it was as near a struggle as could be. The steamer went ahead to the flagship, and when the vessels again appeared they were so close together as almost to render it difficult to say which was which; however, on nearing the flagship the Phryne was discovered to be still leading, but very slightly; the Volante and Mosquito beam and beam, and the Astarte and Vindex close together, with the Heroine and Kilmeny just in their wake. So splendid a finish after a hard day has seldom, if ever, been witnessed, and the excitement both ashore and afloat as the vessels came sweeping along to the flagship was quite wonderful. The flagship was passed in the following order and times:—

	h. m. s.		h. m. s.		h. m. s.
Phryne	5 17 53	Astarte	5 20 47	Heroine	5 29 5
Mosquito.....	5 19 27	Vindex	5 21 37	Kilmeny	5 34 49
Volante	5 19 27				

The allowance of time was $\frac{1}{2}$ min. from 8 to 25 tons, $\frac{1}{4}$ min. from 25 to 50 tons, $\frac{1}{2}$ min. from 50 to 75 tons, 10sec. from 75 to 120 tons, and 5sec. from 120 to 150 tons. At first reference to the card the Phryne appeared, according to the tonnage she was set down as, viz., 54 tons, to be the winner, but the sailing committee decided that she was 55 tons, and accordingly the Vindex was declared the winner of the Ladies' Prize.

Life Boats.—Mr. G. Irlam, a well-known and thorough yachtsman, a member of the Royal Mersey Yacht Club, in the most liberal manner presented a prize of £20 to create a spirit of rivalry between the life-saving fleet of Liverpool Bay. For this were entered five boats, viz.:—Nos. 1 and 2 Liverpool boats, No. 1 Formby boat, No. 1 Point of Ayr boat, and No. 1 Hoylake boat, the prize being proportioned so that the first boat should receive £5, second £4 10s., third £4, fourth £3 10s., and fifth £3. The course was from the George's Basin across the river, round a flag-boat in the low water basin at Birkenhead, and back again to the George's Basin; these noble boats with their fine crews formed a splendid sight as they prepared for the start; but unfortunately, owing to some misconception of the signal, three of the boats went away themselves, viz., the Formby, and Nos. 1 and 2 Liverpool; the Hoylake and Point of Ayr boats returning in obedience to the starter. 7

Formby boat, after a gallant struggle, came in first, with No. 1 Liverpool second, and No. 2 Liverpool third. They refused to row again, and consequently the Hoylake and Point of Ayr boats were started for the first prizes, the Hoylake boat coming in first, after a tough struggle with the Ayr men. The prizes were allocated according to the order in which the boats came in, those that started first receiving the third, fourth, and fifth prizes.

Some minor sports, such as sailing and rowing by shrimpers, duck hunt, &c., concluded the day's sport.

Second Day—This turned out a very unpleasant day (as regards weather) for the spectators, and those engaged in the different matches. It rained heavily during the previous night, and also on the morning, when four prizes were offered for competition, viz., £100 for cutters above 40 tons and upwards; another of £50 for second class of 20 to 40 tons; and a third prize was of the value of £30 for vessels of 8 to 15 tons. There was also a prize of £100 given for schooners and yawls to contend. The following vessels entered and started:—

Numbered as in Hunt's Universal Yacht List for 1864.

No.	Names of Yachts.	Rig.	Ton.	Owners.	Builders.
FOR £100 PRIZE.					
407	Fiery Cross	schooner	53	J. Stirling, Esq.	Fife
37	Amber Witch	yawl	51	Captain Bacon	Wanhill
15	Albertine	schooner	156	Lord Lonsborough	Inman
685	Madcap	schooner	71	J. S. A. Dunbar, Esq.	Wanhill
1082	Speranza	yawl	100	B. H. Jones, Esq.	Wanhill
FIRST CLASS.					
1376	Volante	cutter	60	H. C. Maudslay, Esq.	Harvey
528	Heroine	cutter	48	J. C. Atkins, Esq.	Wanhill
69	Astarte	cutter	73	T. Seddon, Esq.	Day & Co.
1359	Index	cutter	45	A. Duncan, Esq.	Millwall I. Co.
768	Mosquito	cutter	59	T. Houldsworth, Esq.	Mare & Co.
879	Phryne	cutter	55	T. Seddon, Esq.	Hatcher
SECOND CLASS.					
627	L'Eclair	cutter	32	J. H. Townsend, Esq.	Wanhill
1465	Xema	cutter	35	Major Barton	Fife
	Stanley	cutter	20	J. Gibbons, Esq.	
915	Queen	cutter	28	J. L. Mawdesley, Esq.	Wanhill
1042	Secret	cutter	33	T. D. Keogh, Esq.	Wanhill
1287	Thought	cutter	27	J. Jones, jun., Esq.	Hatcher
598	Kilmeny	cutter	30	A. Finlay, Esq.	Fife
THIRD CLASS.					
1293	Torch	cutter	15	D. W. Finlay, Esq.	Fife
	Black Snake	cutter	8	H. Melling, Esq.	

The cutters were berthed in two lines at their buoys, and schooners and yawls were started from their anchors in the Sloyne, as there were sufficient buoys abreast of the landing place. The gun was fired the latter at about 11h. 25m., and the Fiery Cross was underway,

leading down the river under both topsails, all lower canvas and balloon jib set; *Speranza* second, under mainsail and mizen gaff-topsail, and with balloon jib set; *Amber Witch* third, with all plain canvas set; *Albertine* fourth, with all plain lower canvas, and large fore and main gaff-topsails, set with jack yards; *Madcap* fifth, under all plain lower canvas, and very pretty gaff-topsails, having great peaks to them, and set with jack yards; at 11h. 36m. as the schooners and yawls reached the cutters, the starting gun was fired for the latter, when a most extraordinary and splendid start was effected. It certainly was a most wonderful sight to see those twenty vessels all under way together, getting life and motion in them as if by magic, and spreading a wall of white canvas across the river as they bore away before the wind.

The *Vindex*, *Volante*, and *Mosquito* were the quickest under weigh of the large cutters, and *L'Eclair*, *Xema*, and *Kilmeny* of the second class; but with such a flight of vessels going away dead on end before the steamer, it was quite impossible to say which was leading. They ran in amongst the outward bound fleet of merchantmen in the river, and when we next got near them at the Rock Light, the *Vindex* was leading her class, with the *Phryne* second, and *Mosquito* third, *Volante* fourth, *Astarte* fifth, and *Heroine* sixth. The *Secret* had got away with a tremendous lead from her fleet, being up close astern of *Astarte*, with the *Stanley* second, the *Kilmeny*, *Xema*, *L'Eclair*, *Thought* and *Queen* altogether, beam and beam. The *Mosquito* shortly after tried to run through *Vindex*'s lee, but the *Volante* ran in between the *Vindex* and *Mosquito*, covering the latter and stopping her. The *Speranza* collared and passed the *Fiery Cross* to windward, and the *Albertine* tried to run through their lee, but the *Speranza* went away with a strong lead, and the *Fiery Cross*, the moment she got clear and good way on again, went into the second place, with *Albertine* third, *Madcap* fourth, *Amber Witch* fifth. The *Volante* went to the front of her fleet, with the *Vindex* second, *Mosquito* third, *Phryne* fourth, *Astarte* fifth, and *Heroine* sixth. At the same time the *Albertine* carried away the jack yard of her fore gaff topsail, and had to shift the sail. She ran through the *Fiery Cross*'s lee, and drew up rapidly with *Speranza*. The *Volante* passed the *Amber Witch* to windward, with *Vindex* second, *Phryne* third, *Mosquito* fourth, *Astarte* fifth, and *Heroine* sixth. Next the *Mosquito* again tried to get through the lee of *Phryne* and *Vindex* but could not. After passing the *Crosby Lightship*, the wind came about W.S.W., and blew very strong with heavy rain squalls, giving more of a reach for the *Pillar Buoy*, and the *Fiery Cross* and *Albert* took in their balloon jibs. A very heavy sea now got up, and

vessels were plunging heavily into it. the power of the Albertine telling in this, she ran through the Speranza's lee into first place.

Another fresh squall during which the Speranza took in her topsail, and the Madcap her fore topsail. The Secret, which had run up to and passed the Astarte, again dropped astern of her, having carried away the port arm of her cross-tree, which crippled her seriously, and enabled the Xema and Thought to pass her.

At 12h. 28m. the Amber Witch hauled down her topsail; a wicked squall sweeping across the bay, never was harder carrying on witnessed—every vessel seemed afraid to start anything—the sea, too, was getting up, and now commenced a chapter of accidents. The Vindex was on the weather of Phryne, when the latter luffed to prevent her passing; the Astarte at the same time ran up on Vindex's weather, and passed her to windward, and crossing her fore-foot the boom of the Astarte caught the topmast stay of the Vindex, and away went the latter vessel's topmast over the side. The Fiery Cross carried away her weather main-topmast rigging, and the topmast went over the side; the Phryne too was observed with her topmast carried away also. The Volante and Mosquito took in their topsails. The vessels now stood thus:—Albertine first, Speranza second, Fiery Cross third, Madcap fourth, and Amber Witch fifth. Volante first in her class, Astarte second, Mosquito third, Vindex fourth, Phryne fifth, and Heroine sixth. In the second class Xema was leading, with Thought second, L'Eclair third, Secret fourth, and the rest well up, but too far distant from the steamer to ascertain their relative positions, and all were so mixed together with the long line of merchantmen that it was with much difficulty even the nearest could sometimes be made out. Shortly after the Astarte carried away the jaws of her gaff and bore up, the Mosquito now taking second place. The Thought was observed with her topmast end cross-trees carried away also, and the Xema had sprung her gaff, and carried away one of the whiskers of her bowsprit.

The Madcap collared and passed the Fiery Cross. The Pillar Buoy was passed the first time by

	h. m. s.		h. m. s.		h. m. s.
Albertine	12 39 0	Fiery Cross.....	12 46 0	Vindex.....	12 50 0
Speranza	12 45 0	Volante	12 47 0	Phryne.....	12 50 9
adcap	12 45 0	Mosquito.....	12 48 30		

We could not get the times of the other vessels, as it came on heavy rain and thick weather. At one o'clock we made the vessels out thus, standing for the N.W. Lightship on the port tack:—Albertine first, with topsails down, leading well, but much to leeward; Speranza second,

holding a splendid wind, and carrying her jib-headed topsail, Madcap third, and Fiery Cross fourth, the Amber Witch astern. The cutters stood:—Volante first, Mosquito second, Phryne third, Vindex fourth, and the Heroine, having made grand weather in the squalls, was well up, fifth. The wind flew up W. by N., and a very heavy squall and rain came on. The Speranza overhauled the Albertine, and when they tacked for the ship the Speranza took the lead. It was wonderful how both these little vessels kept ahead of such fast cutters throughout the day. The Fiery Cross weathered the Madcap, and passed her going for the ship. The following were the times at the lightship:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Speranza.....	1	22	0	Volante	1	30	25	Xema	1	42	0
Albertine	1	23	55	Mosquito.....	1	32	28	Thought.....	1	43	45
Fiery Cross.....	1	31	44	Heroine	1	34	40	L'Eclair	1	44	45
Madcap	1	32	28	Phryne.....	1	35	18	Secret	1	46	4
Amber Witch...	1	47	0	Vindex.....	1	36	15				

The weather continued bad, which, with the heavy rain, prevented the vessels being timed at the N.W. Buoy, but when the Pillar Buoy was passed Albertine was leading the Speranza, and Madcap the Fiery Cross. The Phryne had taken the third place from Heroine. The Amber Witch, in shifting her topsail tack to windward, got it foul of the topmast rigging in jibing, and was for some time crippled by it. The L'Eclair and Queen had retired from the contest disabled. The Thought and Xema had a sharp struggle together going back to the N.W. Buoy, when the Secret made a judicious tack away to the north of west, and when she came about weathered both Xema and Thought. The match now became very interesting in this class. The starboard arm of the Secret's cross-tree still standing, she was enabled to set her topsail on the run down to the Pillar Buoy the last time. In endeavouring to pass the Thought to windward the latter luffed, and the Secret's bowsprit was carried away. Her crew, however, turned to with a will, and getting the bowsprit on board shoved it out again, and setting a small jib on it led the Thought and Xema, the three vessels being all more or less disabled.

Coming down for the Pillar Buoy the last time the Speranza was leading the Albertine. Suddenly the jaws of the Albertine's main gaff went, and she had to lower her topsail and mainsail, going along under fore-sail, fore-gaff topsail, staysail, and jibs. The race was now evidently the Speranza's. The Pillar Buoy was passed for the last time by Speranza at 3h. 48m. 22s., and the Albertine at 3h. 50m. 10s., these were the only times we were enabled to get at this point, as we went ahead up the river to the flagship in order to time the ves-

coming in. The Albertine set a jib-headed topsail as a main trysail going up the river, but more to keep her in command than with any prospect of overhauling the Speranza. It was much regretted that she met with this mishap, as from the close manner in which the two vessels sailed throughout the day, the Speranza proving herself very fast and uncommonly good close hauled, there is little doubt but that it would have been a beam and beam struggle to the flagship. The Madcap, Fiery Cross, and Amber Witch also went uncommonly well, but the weight and power of the larger vessels told in the strong wind and sea. The appearance of the vessels coming to the flagship was beautiful in the extreme, the weather having cleared up somewhat, and permitting the close of the match to be enjoyed. The following were the times at the flagship, and the order in which the vessels of the three classes arrived :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Speranza	5	20	55	Madcap	5	36	18	Amber Witch..	5	47	30
Albertine.....	5	28	25	Vindex.....	5	37	50	Secret.....	5	53	44
Phryne	5	33	57	Heroine.....	5	41	2	Thought	5	53	55
Volante	5	35	5	Fiery Cross.....	5	41	23	Xema.....	5	55	4
Mosquito.....	5	36	1								

The Speranza was declared the winner of the £100 Plate for schooners and yawls ; the Phryne of the £100 prize for first class cutters, the Vindex giving her a very narrow squeak for it, only losing by 8s. ; and the Thought of the £50 Plate, winning by 2m. 49s. from the Secret. There is no doubt but for the mishaps met with by the Secret, and the serious delay the loss of her bowsprit occasioned her, she stood A1 for this cup. The Xema, likewise, was very much crippled, and she, too, would have had a very excellent position, but with her gaff sprung and bowsprit whisker gone, canvas, could not be carried upon her at the finish.

The race for the third class prize of £30 was sailed over a shorter course, the vessels only going round the Bell Beacon ; in this the Torch had it all her own way, and came in the winner.

The whole of the arrangements afloat were under the especial charge of Commodore Graves, and Rear Commodore Tetley, and those gentlemen carried out their arduous task with satisfaction to all concerned.

The weather was against the sport being fully enjoyed, but nevertheless so liberal were the prizes, and so excellent was the display of manship that this regatta may be ranked as another success of the Royal Mersey.

OCEAN RACE FROM LIVERPOOL TO KINGSTOWN.

THE ocean match, which was to wind up the Royal Mersey Meeting, and bring the fleet of yachts across the Channel to the Royal St. George's Yacht Club Regatta, came off among the first-class cutters and schooners on Monday, July 4. Originally it had been intended that all classes should start together, yawls to class with schooners in respect to the winning of the first or second prize; no allowance of time for difference of tonnage, nor extra paid hands to be allowed. No restrictions as to course, the canvas to be carried, or the number of friends on board; yachts to sail with their usual boats and fittings to the satisfaction of the committee; no shifting ballast allowed. The vessel arriving first to receive a silver claret jug, of very beautiful design and manufacture, standing upon an ebony pedestal, value £50. The next vessel of a different rig to the winning boat to receive a smaller but equally chaste and well-wrought claret jug of the value of £25. However, the ladies of Liverpool determined that the yachtsmen should have a still greater incentive to emulation in the struggle across Channel, and presented a very elegantly-executed centre piece of small size, consisting of a stem of water-lilies executed in frosted silver, supporting a crystal tazza, and above that a vase for holding fruits and flowers, the whole standing upon an ornamental salver, also of silver, value £30. We believe this prize owed its origin to the lady of Mr. Josiah Jones, jun., of the Thought cutter. To say that it was a bijou prize, it is sufficient to know that the ladies chose it themselves. The following entered:—

Numbered as in Hunt's Universal Yacht List for 1864.

No.	Names of Yachts.	Rig.	Ton.	Owner.	Builder.
CLUB PRIZE.					
305	Eagle	schooner	220	T. C. Gibson, Esq.	Owner
407	Fiery Cross	schooner	53	J. Stirling, Esq.	Fife
768	Mosquito	cutter	59	T. Houldsworth, Esq.	Mare
	Snipe	yawl	39	P. B. Drinkwater, Esq.	
15	Albertine	schooner	156	Lord Londesborough	Inman
879	Phryne	cutter	55	T. Beddon, Esq.	Hatcher
1082	Speranza	yawl	100	B. H. Jones, V.C.	Wanhill
1375	Volante	cutter	50	H. C. Maudslay, Esq.	Harvey
349	Enid	cutter	56	F. Scovell, Esq.	Wanhill
685	Madcap	schooner	71	J. S. A. Dunbar, Esq.	Wanhill
528	Heroine	cutter	48	J. C. Atkins, Esq.	Wanhill
LADIES' PRIZE.					
1042	Secret	cutter	33	T. D. Keogh, Esq.	Wanhi"
598	Kilmeny	cutter	30	A. Finlay, Esq.	Fife
1287	Thought	cutter	27	J. Jones, jun., Esq.	Hatcher
627	L'Eclair	cutter	32	J. H. Townsend, Esq.	Wanhill
915	Queen	cutter	28	J. L. Mawdesley, Esq.	Wanhill
260	Dart	schooner	30	C. Russell, Esq.	Price

The *Banshee*, 50 tons, J. Jones, jun., Esq., was entered, but had not arrived in time; the *Astarte* was busy repairing damages; the *Belle*, Vice-Commodore Putland, having been run into, could not be got ready in time; the *Thought* also entered for the Club Prizes.

The *Xema* entered for Ladies' Prize, but having sprung her gaff, and carried away one of her bowsprit whiskers on Saturday, could not be ready in time. Monday morning was ushered in with a fresh gale at W.N.W., sending a very heavy sea into Liverpool Bay, and causing a nasty jump of water in the Mersey; so threatening was the appearance of the weather that Commodore Graves and Rear-Commodore Tetley, after consulting with the yacht owners, resolved not to send the second class yachts to sea until the gale had moderated. The start for the first class vessels was fixed for 12 o'clock at noon, but owing to some of them having been in the hands of "chips," from the effects of Saturday's breeze, some law was given in order that they should be thoroughly prepared in every respect for the afternoon's rough work before them. The *Eagle* was the first to display her fighting flag at the starting buoys abreast of the Prince's landing-stage, and the Commodore's schooner, the *Ierne*. She was quickly followed by the *Albertine* with the well-known flag which the *Mosquito* had rendered so famous. Then came the *Speranza* yawl with her blue and white cross banner, and these three noble-looking vessels seemed just the craft to do gallant battle with such a breeze and in such a sea. Powerful looking ocean racers were they, and manned by splendid crews; but ere the eye had well taken in their respective proportions, down in a flight came the remainder of the fleet, the fearless light weight canvas backs. The veteran *Mosquito* herself that could be picked out amongst a thousand; the dangerous-looking *Phryne*, the elegant *Volante*, the handsome *Enid*, the hardy and determined looking *Heroine*, the pretty little *Snipe*, and the two bonny little schooners, the *Madcap* and *Fiery Cross*. The *Mosquito*, *Volante*, and *Fiery Cross* had two reefs down, the others single reefs, and the *Snipe* under whole canvas.

Commodore Graves was under weigh in a steam yacht, and also Rear-Commodore Tetley, in his fine cutter, the *Marion*. The sailing committee of the Royal St. George's Yacht Club having kindly undertaken to take the time of the vessels arriving, and the three pieces of plate having been forwarded to them for distribution to the winners at their club house, had telegraphed to say that Commodore, the *Marquis* of Drogheda's schooner *Cecile* would be the flagship, and that the leading vessels of each class were to pass between her and the club house

upon their arrival, look-outs being stationed night and day to note the same. Immediately upon the vessels getting away Commodore Graves despatched a telegram to that effect.

At 1h. 45m p.m. on Monday the starting gun was fired, when a splendid start took place, all getting off in beautiful order. The Phryne led out of the river, with the Heroine 2, Eagle 3, Albertine 4, Volante 5, Speranza 6, Mosquito 7, Fiery Cross 8, Madcap 9, Enid 10, and the Snipe 11. It was a turn to windward down channel, and a magnificent sight these vessels presented, as tack for tack they fought every inch of water. The Crosby Lightship was passed by the Eagle at 2h. 22m., the Phryne at 2h. 22m. 40s., but fully half a mile dead to windward; the Heroine at 2h. 24m., Speranza 2h. 24m. 20s., Albertine 2h. 24m. 40s. The Eagle tacked to port, and the Speranza passed her at 2h. 28m. and tackled the Heroine. Whilst they were having a little private adventure for the weathergage, the Fiery Cross forced a passage through their lee; at 2h. 37m. the Enid tacked to port, when she carried away one of her main shrouds of wire rope just in the eyes of the rigging, and immediately bore up for Liverpool. The Thought, not being ready when the gun fired, started some time after the vessels had left the river, but we presume she found the sea too heavy for her to have any chance against such powerful competitors, and she, too, bore up.

At 2h. 38m. the Volante tacked to port, and immediately the Madcap and Mosquito together; at 2h. 50m. the Phryne carried away her fore tack in a heavy jump of a sea, but speedily was all to rights again; at 2h. 51m. the Fiery Cross was ahead of the Speranza, going well; at 2h. 52m. the Volante was observed hove to, but in about three or four minutes she was all right and under weigh again; at 2h. 55m. the Snipe passed the Mosquito; at three p.m. Phryne fully half a mile ahead to windward, Fiery Cross 2, Heroine 3, Speranza 4, Albertine 5, Snipe 6, Madcap 7, Eagle 8, Mosquito 9, Volante 10, in the order they appeared; at 3h. 15m. the Eagle carried away her staysail when about a mile to the westward of the Pillar beacon; at 3h. 18m. the Phryne carried away her jib tack; at 3h. 22m. the Fiery Cross was well to the front; at 3h. 28m. the Phryne and Eagle were observed to be all right again; at 3h. 30m. the Snipe tacked to port to get from under Speranza's lee; at 3h. 32m. the Phryne tacked to starboard and again began to leave her vessels; at 3h. 35m. Snipe tacked to starboard, the Eagle looked if she was bound to Scotland on the port tack; at 3h. 38m. the Speranza shook out reef, and the Heroine was observed hove-to shifting jibs; sky at this time was getting clearer, and the sea more regular; 3h. 45m. the Volante tacked to starboard, and the Speranza to p

immediately afterwards the *Speranza* was observed with her main tack triced up, and very shortly she bore away for Liverpool, having, as we are informed, sprung the head of her mainmast; at 3h. 54m. the *Fiery Cross* tacked to port; there was at this time a very heavy sea on.

At four o'clock the *Albertine* tacked to port; at 4h. 2m. the *Diadem*, under single reefs, was in company with the racing vessels, as also *Rear-Commodore Tetley* in the *Marion*. At 4h. 6m. the *Eagle* set her main-gaff-topsail; at 4h. 27m. the *Snipe* shifted her jib. At 5h. 9m. the *Phryne* on starboard tack, and *Albertine*, *Fiery Cross*, and *Volante* on port tack off *Abergele Bay*; 5h. 38m. *Phryne* weathered the *Albertine* and *Fiery Cross*; 5h. 40m. the *Albertine* tacked to starboard. At six o'clock the *Phryne*, *Albertine*, *Volante*, and *Snipe* all on port tack, and the *Fiery Cross*, *Madcap*, *Mosquito*, *Eagle* and *Heroine* on starboard tack; there was still a good deal of sea on, with fine strong westerly wind. At 6h. 4m. the *Eagle* passed the *Snipe* a quarter of a mile to windward; at 8h. 47m. the sun set, and all the vessels were working short tacks down along the *Welsh land*; the *Phryne* was now drawing ahead of her fleet again well, with the *Albertine* second, and the *Volante* and *Fiery Cross* well up. At midnight it blew very fresh, with plenty of sea, which continued throughout the night.

The morning's dawn showed the *Phryne* still leading, the *Albertine*, *Volante* and *Fiery Cross* well up. As they drew in with the *Irish land* the wind fell very light, and the *Phryne*, and *Albertine* were almost becalmed. Now came the struggle. The *Volante*, catching a breeze, had passed the *Albertine*, and was coming up hand over hand with the *Phryne*, and it was just on the cards that she might carry the wind past her, as has more than once been witnessed in contests on these waters. Great, therefore, was the excitement on shore amongst numerous spectators; for up to the time the leading vessels had last been seen off *Holyhead* the telegraph had been busy at work, conveying the intelligence of their respective positions, so far as could be made out; and probably the feelings on board the leading vessels were not more intense when they were made out battling with the light breeze, instead of the fresh gale of the previous day. The *Phryne's* good luck, however, stood to her, and the three leading vessels passed between the pier heads of *Kingstown* in the following order and times (*Greenwich time*):—

	h.	m.	s.		h.	m.	s.		h.	m.	s.		
Phryne	12	6	45	|	Volante	12	12	25	|	Albertine	1	26	35

As the *Volante* could not win a prize she did not go round the

flagship, and the *Cecile* was rounded by the winners thus (Greenwich time) :—

	h.	m.	s.		h.	m.	s.
Phryne	12	10	2	|	Albertine	1	32 33

The *Phryne* was adjudged the winner of the £50 claret jug ; whilst the second claret jug, value £25, was won by the *Albertine*. The *Fieri Cross* arrived about two p.m., the *Mosquito* and *Madcap* about three, and the remainder during the evening, none having persevered after the wind fell light.

The race between the vessels under 40 tons for the Ladies' Cup was to have been started at three on the morning of Tuesday, and Commodore Graves remained on board his schooner, the *Ierne*, but it continued blowing so hard from N.N.W., as to render it imprudent for them to put to sea, for although the telegraph announced it a moderate breeze at Holyhead, and scarcely any wind the other side of the Channel, yet it was blowing a very respectable gale in Liverpool Bay and up the river Mersey. At ten o'clock a.m. on Tuesday Commodore Graves again went round the competitors, and named two o'clock as a likely hour, and that if the breeze had then moderated he would start them. The *Vindex* and *Xema* started under trysails at one o'clock, and the *Astarte* under her trysail passed down the river at two p.m. At four o'clock the starting gun was fired by the Commodore, and the struggle for the Ladies' Ocean Prize commenced. The *Secret* was under her trysail, reefed foresail, and small jib, and the other vessels under double reefed mainsails, reefed foresails, and small jibs, all with the topmasts housed. They had a dead beat down the Queen's Channel, with the nasty lumpy sea of the previous days, but as they got down the bay the wind moderated, and the sea became more regular. The *Secret*, *Kilmeny*, and *L'Eclair*, led down the river, with *Thought* and *Queen* well up, but as the wind became lighter the *Secret* stowed her trysail and set her mainsail, whilst doing which the other vessels obtained a strong lead from her ; however, when she was got to rights she soon overhauled them again, but the *Kilmeny* drew out gradually from the rest, and after a hard struggle throughout the night, was discovered on Wednesday morning leading, with the *Secret* second, *L'Eclair* third, and *Queen* fourth. After a few tacks along the Welsh land when clear of the North West Light, the wind hauled up more northerly, a enabled them to lie their course for Kingstown. At 10h. 30m. a.m. on Wednesday we made them out ahead of us entering the Bay Dublin, with their large topsails set, a strong sun blazing out, and light easterly breeze just setting in, the *Secret* and *L'Eclair* with lar-

jibs set as studding sails ; the Kilmeny leading, Secret second, L'Eclair third, and Queen fourth, the Thought reported as having bore up on the previous evening with her mainmast sprung shortly after passing the Pillar Beacon. In the same order they passed between the pier heads, and the official times of their passing the flagship Cecile are :—

	h. m. s.				h. m. s.		
Kilmeny	12	13	55	L'Eclair	1	39	10
Secret	1	29	30	Queen	1	48	50

The Kilmeny, therefore, was declared the winner of the Liverpool Ladies' Ocean Prize for 1864.

RANELAGH YACHT CLUB MATCH.

On the 29th of June this club had its first match from North Woolwich to Gravesend and back to Erith. The prizes were a handsome claret jug, ornamented with a yacht sailing free, and other nautical emblems, and surmounted by an anchor and buoy, value 30 guineas, the gift of Mr. Edward Mappin, with a smaller cup, value £9, for the second boat, presented by Mr. Donald. Time half a minute for every half ton difference. The following started:—

Numbered as in Hunt's Universal Yacht List for 1864.

No	Names of Yachts	Rig	Ton	Owners	Builders
824	Octoroon	cutter	12	Cecil Long, Esq.	Hatcher
1025	Screamer	cutter	10	L. C. Gordon, Esq.	Stowe
8	Ærolite	lugger	7½	J. P. Dormay, Esq.	Owner
1370	Vision	cutter	8	G. Harrison, Esq.	St. Clair Byrne

The gun was fired at 12h. 44m. for a start, wind west and light; the Vision was first away, followed by Octoroon, then Ærolite and Screamer, the Octoroon drawing on the Vision as they went through Gallions Reach. Vision was the first to jibe into Tripcocks, still leading, but in a quarter of a mile Octoroon passed her to leeward, and while they were manœuvring the Ærolite (which we hear has had her mast stepped 18 inches forward, and has benefited considerably by the change) came up to leeward of both with a squaresail set, and took the lead, and at Cross Ness, favoured by an exclusive puff, was going along very well. Here the Vision attempted to repass the Octoroon, but the latter would not have it, and entering Halfway Reach again took the lead, and ever afterwards retained it without the time she had to allow being called into question. The wind freshening here, Octoroon went right away, and they all bowled through Halfway and Erith Reaches, close hauled and gunwale under, their starboard bulwarks being still

more visible as they rounded Cold Harbour Point. At Crayford Ness the Octoroon led by half a mile, Ærolite second, close up was the Vision, and Screamer half a mile above her. In Long Reach the gaps between all were wider, and the wind fell rather light, the Ærolite, who had doused her squaresail, setting it again entering St. Clements. Octoroon jibed into Northfleet Hope, leading by a mile, and as the wind freshened again the Vision began to overhaul the Ærolite, and the race between them all day was the only redeeming point of the match. The Ærolite was sailed well, and it was a long time before Vision obtained an advantage, but passing through her lee at Tilbury Ness, where the wind strengthened so much that their chains were covered, she got well out to windward as they entered Gravesend Reach, and so became a good second, drawing away fast, and gaining slightly on Octoroon. The steamer now ran on to the Lobster, and no further change occurring, the vessels rounded her as under:—

	h.	m.	s.		h.	m.	s.
Octoroon	2	46	12	Ærolite	2	54	24
Vision	2	52	6	Screamer	3	0	25

All got ready before the rounding for a dead beat up, Northfleet Hope being the only reach they could lay right through, and Octoroon, to lose no time, rounded with a gaff-topsail; Ærolite set a gaff going round, and Vision a small jib-headed one, last of all. Flood had not yet made, and the wind freshening still more as it showed signs of coming, they all stood over to the Essex shore, and made short legs off the land, to cheat the tide, Ærolite lying well to the windward, and already drawing on the Vision, much to the surprise of those on board the steamer, who concluded that she was only improved in running. As the ebb became weaker and the wind stronger, Ærolite in the second or third board repassed the Vision, which shifted topsails, setting a big gaff-headed one, which, however, never stood all the way up. The work was extremely slow till they began to feel the flood passing the Town Pier, opposite which the Octoroon was observed to hang for a few moments. She fortunately, however, came right again, and soon resumed her lead, being a mile and-a-half ahead entering Northfleet Hope, the Ærolite shifting her topsail also for a bigger gaff off Rosherville, and Vision drawing a little during the operation. Nothing further occurred till they were nearly through Fiddler's Reach, when the wind fell light, and the Vision began to close on the Ærolite again, and latter standing too far in on the Kent shore Vision gradually drew a leeward, the Ærolite still hugging the shore to save a board into L. Reach. In these positions they kept until they were half way into

Reach, when the Vision went to leeward of the Ærolite, and on the next board came out to windward, and was served by the wind ever afterwards. The race, however, continued very exciting, that is to say as much as could be seen of it, the steamer having to run on to catch the Octoroon before she reached the winning buoy, which was rounded as under, all making a board, and the Ærolite being hampered by some craft at the last:—

	h. m. s.		h. m. s.
Octoroon	5 23 25	Ærolite.....	5 42 27
Vision.....	5 40 50	Screamer	5 54 30

Immediately after the last vessel came in Dr. Fuller, of Shoreham, came on board, and in the name of the owner of the Screamer, protested against the Ærolite and Vision, on the ground that neither of them had weighed their anchors as the laws of the club enact shall be done. Mr. Harrison at once admitted that they could not get theirs up, and the owner of the Ærolite was not seen at all; but it being clearly seen that she had no anchor on board, both vessels were disqualified, and Colonel Evelyn presented the second prize to the Screamer, whose owner, in reply, said that, while regretting the dispute, he had felt compelled to lay claim to the prize as the Ærolite had sailed unfairly against his friend, Dr. Fuller, last year, and he simply raised the question as to the propriety of yacht owners or their captains breaking rules laid down for their guidance. He, however, had no intention to keep the prize, and was most anxious to give it back to the club, and let it be sailed for again by the three vessels. The Commodore, of course, declined receiving the cup; but we have heard that Mr. Gordon still refuses to keep a prize so won, and that the three owners will probably contend for it again. The first prize was awarded to Mr. Cecil Long, of the Octoroon (which was sailed by H. Diaper), and the vessel then steamed for London, and arrived there at 8h. 25m.

PRINCE ALFRED YACHT CLUB MATCH.

As an appropriate conclusion to the aquatic carnival of the Royal St. George's Yacht Club, and as if to give the yachtsmen of the renowned clippers that had taken part therein an opportunity of judging of the initiatory, or model system, pursued by the Prince Alfred Club, in promoting a taste for, and cultivating practical skill, in yachting, their match for fifth class vessels not exceeding seven tons, or, as they are more properly termed, "the Mosquito fleet," came off on Saturday, July 9. At half-past one o'clock Commodore Putland, in the Belle schooner, and Vice-Commodore Scovell, in the Enid cutter, displayed their red swallow-tailed pendants, and the following vessels availed themselves of the line of starting buoys left.

down from the previous days, and took their stations for a piece of plate of the value of £5:—Dudu, 2 tons, centre board sloop, S. Nolan, Esq.; Julia, 2 tons, wherry, D. Ferguson, Esq.; Hookey Walker, 4 tons, latteen, R. Battley, Esq.; Sybella, 3 tons, schooner, J. Fitzgerald, Esq.; Nova Rosa, 6 tons, slidin; gunter, Commodore Robinson, R.N.

This match had been originally fixed for June 11th, but in consequence of the heavy weather and rough sea that prevailed in the bay repeated postponements brought it up to this day. Each vessel had, agreeably to rule, a member of the club at the tiller, and where additional help was required other members formed the crew, which, however, in most cases was completed by that inevitable boy "Bill," that like Becky Sharpe seems to "grow" in, and be, like the Spirit of the Hartz Mountains, the veritable Number Nip of all wee barkies that cannot expand beyond the infantine proportions of six tons. Some peculiar reflections were induced as the eye scanned this tiny fleet, and contrasted it with the noble line of clippers that some few short hours previously had strained and tugged at these very buoys—the renowned—the laurelled victors of the sea. These little vessels were the preparatory schools, the precursors of other clippers, that perhaps in a year or more might occupy the same position, and wrest those very laurels from the stately canvas-backs, many of whom, proudly displaying their victorious battle flags, were lying peacefully at anchor around. To such small beginnings many a dashing schooner and flying 50-ton clipper owe their origin, and in the day of greatest triumph perhaps their owners have not forgotten that their earliest victories, when as yet they were but sucking Nelsons of the pleasure navy, like the days of boyhood, were the merriest and most enjoyable. The course was from the Harbour round the south buoy of the Burford Bank, thence to the East Bar buoy, and back to the flagship, (the schooner Belle,) a distance of 10 nautic miles. The weather had been fine all the morning, with a nice easterly breeze, just the very thing for the wee ships to exhibit their powers by, but near noon a sea fog set in that promised to bring into play a good deal of compass bearing and knowledge of tide work in hitting off the several marks.

The starting gun was fired at 2h. 22m. 32s. The little vessels had their head sails set before the report had well reverberated through the harbour, and were away like a flight of swallows. It was a dead beat out, and the little Dudu (which had just come out of the carpenter's hands, having been injured in a collision the day before) at once went to the front. The Hookey Walker was after her immediately, with a veteran yachtsman at her tiller, that promised trouble to the youthful helmsman ahead. The Sybella was third. The Julia did not seem to get life into her so quickly as the others, and the Nova Rosa, the largest of the fleet, find that the day was against her, and that her antagonists were going a.. from her in the light wind like smoke, saw that it was useless to persev and returned to her moorings. The fog now completely concealed leading vessels, but the Dudu kept the lead, as we are informed, throug out, with the Hookey Walker second, and they arrived at the flagship in t

following order and times:—Dudu, 6h. 56m. 18s.; Hookey Walker, 7h. 15m. 5s. The other vessels not timed.

According to the season's programme of the club, this was the day for the yachts' gig races, and accordingly, after the sailing match had been started, the committee proceeded to get the yachts' crew under weigh. The prizes were £4, £2, and £1. The number of boats expected did not come to the start, perhaps from the men being used up with the two days' sailing. The crew of the Imogen, on seeing the gig of the Belle, refused to compete with her, as being a *trifle* too fast for them; but the crew of the Enid, although with a not much faster-looking boat than the Imogen's, determined to have a shy at her—for put Pat in a washing tub, and if sport is the word, he'll make it go. A compromise, however, was effected by the stalwart honorary secretary depositing his thirteen stone weight in the stern-sheets of the Belle's gig, whilst the Enid's crew selected a practised young University coxswain of about half the weight. The course was round the fleet of yachts in the harbour, the limits being marked by the Bijou cutter to the westward, the R.Y.S. schooner Derwent to the eastward, the Sunbeam steam yacht, and Marquis of Drogheda's Cecile schooner, to the southward, winning between the Belle schooner and the Jetty. The struggle between the two gigs was very close, the extra weight in the Belle's stern nearly equalizing the difference in speed, but the prowess of her crew carried them in winners by four boats' lengths, doing the round of the harbour in 17min.; the Enid's crew received the second prize. A race for two-oared yachts' gigs followed, for which three competitors made their appearance, and after a capital struggle between them, the crew belonging to the Echo, W. I. Doherty, proved the victors, the Queen's gig second, and the Atalanta's third. Several yacht owners present had in the meantime organised a match between the four-oared gigs of the Mosquito and Phryne, the latter to be manned by the men of the Volante; another excellent match ensued, the Mosquito's crew proving themselves the best men by coming in 35 seconds in advance of the Phryne's. Thus terminated one of the most successful regattas held in Dublin Bay for many seasons, the numerous fleet of yachts gradually dropping away on Monday and the ensuing days, most of them bound for Cork.

TEMPLE YACHT CLUB MATCH.

THE second match this season, between the yachts belonging to the members of this rising club was sailed Monday, 27th June last, from the club house, Charlton, to Greenhithe and back, and under the superintendence of the Rear-Commodore (Mr. Beurlé), in the absence of the Commodore and Vice-Commodore, who were competing in the match. The prizes were three handsome silver cups. The following yachts started: Stella 4 tons, J. Fickling, Esq.; Mermaid 4, S. Hildersley, Esq.; Novice 6, J. Gardner, Esq.; Vixen 4, B. Hatchman, Esq.

The yachts were at their several stations in good time, with the exception of the *Stella* who took up a wrong station, and so caused a waste of valuable time, for which they as well as others who were to blame suffered; the wind was from the W.N.W. stiff, but later it fell light.

The signal to get ready was given at 1h 28m. p.m., and exactly five minutes after the signal for starting. *Novice* was first off, getting well in the tide, the *Vixen* had her sails set first, not getting away so well, the *Mermaid* next, and *Stella* last. The *Vixen* soon sent up a gaff topsail, but seemed in difficulties with it, at last got it to set, and perceptibly decreased the lead of the *Novice*, who bore away to the north shore to keep the *Vixen* under her lee, during this display of strategy the *Mermaid* came up, and nearly succeeded in taking the lead. The *Novice* who had now got her topsails set increased her lead, followed by the *Mermaid*, *Vixen* next, *Stella* last; just below the Devil's House the *Mermaid* got on the *Novice's* weather, but could not succeed in wresting the lead from her.

In the same order they met the flood in Halfway reach, keeping as much in the slack as possible. On entering Erith Rands the *Novice* still increased her lead, the *Mermaid* being a good second, the *Vixen* half a mile astern, and the *Stella* last, at Erith the order was unchanged.

In Long Reach the *Novice* kept along the south shore, and had much increased her lead, the others being only occasionally seen, when the *Vixen* was found to have taken the lead of the *Mermaid*.

There was no change in position of the yachts as they rounded at Greenhithe as follows:—*Novice* 4h. 0m. 45s.; *Vixen* 4h. 9m.; *Mermaid* 4h. 19m.; *Stella* not timed.

The *Novice* now turning to windward seemed to do just as she liked, and soon left the others at a distance which made their chance for the first prize hopeless.

The *Vixen* was occasionally seen in the distance, but as the accompanying Yachts did not wish to loose their tide, they were unable to watch the contest between them. In coming through Gallions the wind dropped off to almost a dead calm, and the *Novice* making the best of it, rounded the winning flag 6h. 55m. 45s. The others not in sight, and the tide nearly down; the *Vixen* arrived at the buoy at 10h. 45m.

The *Staunch* of the T. Y. C. on which the Rear-Commodore hoisted his flag accompanied by a number of friends attended the match, and was most ably piloted by Mr. Phillips, senior, T. Y. C., Charlton.

DIRECTIONS FOR RESTORING THE APPARENTLY DROWNED.

THE leading principles of the following Instructions for the Restoration the apparently Dead and Drowned are founded on those of the late J Marshall Hall, combined with those of Dr. H. R. Silvester, and are a result of extensive inquiries which were made by the Royal National Life Boat Institution in 1863-4 amongst medical men, medical bodies, and coroners throughout the United Kingdom.

I.—Send immediately for medical assistance, blankets, and dry cloth-

but proceed to treat the patient *instantly* on the spot, in the open air, with the face downward, whether on shore or afloat; exposing the face, neck, and chest to the wind, except in severe weather, and removing all tight clothing from the neck and chest, especially the braces.

The points to be aimed at are—first and *immediately*, the *restoration of breathing*; and secondly, after breathing is restored, the *promotion of warmth and circulation*.

The efforts to restore breathing must be commenced immediately and energetically, and persevered in for one or two hours, or until a medical man has pronounced that life is extinct. Efforts to promote *warmth* and *circulation*, beyond removing the wet clothes and drying the skin, must not be made until the first appearance of natural breathing. For if circulation of the blood be induced before breathing has recommenced, the restoration to life will be endangered.

II.—TO RESTORE BREATHING. *To clear the Throat*.—Place the patient on the floor or ground with the face downwards, and one of the arms under the forehead, in which position all fluids will more readily escape by the mouth, and the tongue itself will fall forward, leaving the entrance into the windpipe free. Assist this operation by wiping and cleansing the mouth.

If satisfactory breathing commences, use the treatment described below to promote Warmth. If there be only slight breathing—or no breathing—or if the breathing fail, then—

To Excite Breathing.—Turn the patient well and instantly on the side, supporting the head, and excite the nostrils with snuff, hartshorn, and smelling salts, or tickle the throat with a feather, &c., if they are at hand. Rub the chest and face warm, and dash cold water, or cold and hot water alternately, on them.

If there be no success, lose not a moment but instantly

To Imitate Breathing.—Replace the patient on the face, raising and supporting the chest well on a folded coat or other article of dress.

1—INSPIRATION.



Turn the body very gently on the side and a little beyond. and then briskly on the face, back again; repeating these measures cautiously, efficiently and perseveringly about fifteen times in a minute, or once every four or five seconds, occasionally varying the side.

[By placing the patient on the chest, the weight of the body forces the air out, when turned on the side, this pressure is removed, and air enters the chest.]

On each occasion that the body is replaced on the face, make uniform but efficient pressure with brisk movement, on the back between and below the

shoulder-blades or bones on each side, removing the pressure immediately before turning the body on the side.

During the whole of the operations let one person attend solely to the movements of the head, and of the arm placed under it.

[*The first measure increases the expiration—the second commences inspiration.*]

••• The result is *respiration* or *natural breathing*; and if not too late, *life*.

Whilst the above operations are being proceeded with, dry the hands and feet; and as soon as dry clothing or blankets can be procured, strip the body and cover, or gradually reclothe it, but taking care not to interfere with the efforts to restore breathing.

2.—EXPIRATION.

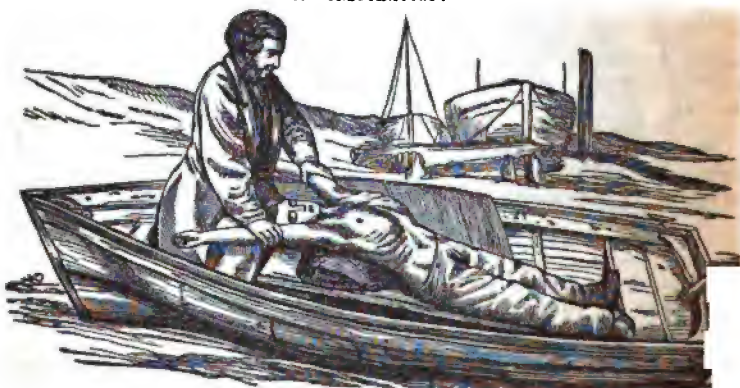


The foregoing two Illustrations show the position of the Body during the employment of Dr. Marshall Hall's Method of Inducing Respiration.

III.—Should these efforts not prove successful in the course of from two to five minutes, proceed to imitate breathing by Dr. Silvester's method, as follows:—

Place the patient on the back on a flat surface, inclined a little upwards

1.—INSPIRATION.



from the feet; raise and support the head and shoulders on a small cushion or folded article of dress placed under the shoulder-blades.

Draw forward the patient's tongue, and keep it projecting beyond the lips; an elastic band over the tongue and under the chin will answer this purpose, or a piece of string or tape may be tied round them, or by raising the lower jaw, the teeth may be made to retain the tongue in that position. Remove all tight clothing from about the neck and chest, especially the braces.

To Imitate the Movements of Breathing.—Standing at the patient's head, grasp the arms just above the elbows, and draw the arms gently and steadily upwards above the head, and *keep them stretched upwards for two seconds.* (*By this means air is drawn into the lungs.*) Then turn down the patient's arms, and press them gently and firmly for two seconds against the sides of the chest. (*By this means air is pressed out of the lungs.*)

Repeat these measures alternately, deliberately, and perseveringly, about fifteen times in a minute, until a spontaneous effort to respire is perceived, immediately upon which cease to imitate the movements of breathing, and proceed to induce circulation and warmth.

2.—EXPIRATION.



The foregoing two Illustrations show the position of the Body during the employment of Dr. Silvester's Method of Inducing Respiration.

IV.—TREATMENT AFTER NATURAL BREATHING HAS BEEN RESTORED.
To promote Warmth and Circulation.—Commence rubbing the limbs upwards, with firm grasping pressure and energy, using handkerchiefs, flannels, &c. (*By this measure the blood is propelled along the veins towards the heart.*)

The friction must be continued under the blanket or over the dry clothing. Promote the warmth of the body by the application of hot flannels, bottles, or bladders of hot water, heated bricks, &c., to the pit of the stomach, the arm-pits, between the thighs, and to the soles of the feet.

If the patient has been carried to a house after respiration has been restored, be careful to let the air play freely about the room.

On the restoration of life, a teaspoonful of warm water should be given; and then, if the power of swallowing have returned, small quantities of wine, warm brandy and water, or coffee, should be administered. The patient should be kept in bed, and a disposition to sleep encouraged.

General Observations.—The above treatment should be persevered in for some hours, as it is an erroneous opinion that persons are irrecoverable because life does not soon make its appearance, persons having been restored after persevering for many hours.

Appearances which generally accompany Death.—Breathing and the heart's actions cease entirely; the eyelids are generally half closed; the pupils dilated; the jaws clenched; the fingers semi-contracted; the tongue approaches to the under edges of the lips, and these, as well as the nostrils, are covered with a frothy mucus. Coldness and pallor of surface increase.

Cautions.—Prevent unnecessary crowding of persons round the body, especially if in an apartment.

Avoid rough usage, and do not allow the body to remain on the back unless the tongue is secured.

Under no circumstances hold the body up by the feet.

On no account place the body in a warm bath, unless under medical direction, and even then it should only be employed as a momentary excitant.

By order of the Committee,

RICHARD LEWIS, *Secretary.*

We have learnt that the Lords Commissioners of the Admiralty have, in a communication to the Royal National Life Boat Institution, ordered 1000 of these important Directions to be circulated throughout Her Majesty's Fleet, and that Commodore Ryder, R.N., has also given orders that 600 of the Directions should be distributed throughout the Coast Guard Service.

Editor's Locker.

BAROMETERS AND BOAT BUILDING IN GERMANY.

Constance, Baden, July 7th, 1864.

MR. EDITOR.—I have read with much pleasure the able exposition of the use of barometers by the talented author of "Yachts and Yachting," but as he confines his observations to the mercurial barometer, I wish to recommend the sympiesometer and aneroid, particularly the latter as being more convenient, and considerably more sensitive than the ordinary mercurial barometer.

I have had a sympiesometer under observation about 20 years, and an aneroid about 16, and noting their indications every morning, and closely observing them at sea, I have found the aneroid the sailors' best guide, its rising or falling sometimes as much as 4 or 5 hours before the less lively (though mercurial) barometer.

With the aneroid I have measured the depth of coal mines to within $\frac{1}{4}$ per cent. of the measured depth, the height of mountains thus, or four thousand feet high rather more accurately, and have measured the height of a room 12 feet high with as much accuracy as the reading of such small differences can produce.

On the Swiss railways with their very severe gradients I noted the rise and fall, and can make a tolerably correct section of the lines, i.e. rises and falls; this it would be impossible to do with a mercurial barometer.

Thus I would recommend an aneroid barometer where only one is used; it is very much more out of the way, no gimbals are required, quite as accurate and much more active in its movements. It is less liable to damage. Mine during 16 years has not cost a penny in repairs.

Now having spun a tolerably long yarn on barometers both sympiesometers and aneroid, leaving barometers I will describe my experience in yachts and boat building here.

Did any of your readers build a yacht or boat in January? Two English gentlemen built at Baden Baden a small boat about 20 feet long, in a bed-room and launched it out of the window, this they did unassisted by native or other carpenters, and the vessel is a very useful small craft.

Three months ago I laid the keel of a sailing boat 22 feet long, and the vexations from the custom house officers were enough to drive one mad. I ordered from London No. 7 or 8 canvas, when it arrived here the custom house authorities would not admit it as Segel-tuck (sailcloth,) because it was invoiced as canvas, and fine enough for shirts. Fancy wearing a shirt made of No. 7 canvas!!!

After long representations and explanations I convinced the custom house manager, that canvas was synonymous with sailcloth, and I had imported it with the sole purpose of making it into sails. This reduced the first-claimed duty of 16s. to 5d. A similiar case occurred with regard to the duty on an iron keel, manufactured in Switzerland. The duty required was more than the keel would cost in England, and 50 per cent. on the Swiss price. I made enquiries, and found that if I built outside of the City, (600 yards off,) I should not have to pay any duty at all. In consequence I hired a barn outside and built therein. My boat is something too much of the Thought type, what some of your correspondents call a Sailing Machine. On the Thames or in the Channel she would be perfect, but here a sudden squall gets up a very short sea, into which my steam boat-like bow pitches right in, so as to terrify my German crew, who insist upon running for the shore. This I am remedying by raising her stem 5 inches.

Yours, Tom Tug.

To the Editor of H.Y.M.

ROYAL SYDNEY YACHT SQUADRON.

Some doubt having been expressed as to the right of this Club to the word "*Royal*," we have received several official documents, from which we select the following as sufficient to prove its right, not only to the Royalty, but also to the patronage of his Royal Highness the Prince of Wales:—

Sandringham, 14th April, 1863.

SIR.—I have the honor to acknowledge the receipt of your letter of the 11th March, transmitting, by desire of the Duke of Newcastle, the copy of a despatch from the Governor of New South Wales, and transmitting a request to be laid before his Royal Highness the Prince of Wales, from the Australian Yacht Squadron," that he would be pleased to become the patron of the Squadron.

His Royal Highness has directed me to reply that it will give him great pleasure to accede to the request; and that the Squadron should be

designated, in accordance with His Grace's recommendation,—The Royal Sydney Yacht Squadron."

To Sir F. Rogers, Bart.,
Colonial Office, Downing-street.

I have, &c.,
W. KNOLLYS,
Lieut.-General.

*By the Commissioners for executing the office of Lord High Admiral of
the United Kingdom of Great Britain and Ireland, &c.*

WHEREAS we deem it expedient that the vessels belonging to the Royal Sydney Yacht Squadron of Australia shall be permitted to wear the blue ensign of Her Majesty's Fleet, with the distinctive marks of the Club on the burgee; we do, by virtue of the power and authority vested in us, hereby warrant and authorize the blue ensign of Her Majesty's Fleet, with the distinctive marks of the Club on the burgee, to be worn on board the respective vessels belonging to the Royal Sydney Yacht Squadron accordingly.

Given under our hands, and the seal of the Office of the Admiralty, this twenty-fifth day of April, 1863.

(L.S.) CHARLES EDEN.
CHARLES FREDERICK.

*By command of their Lordships,
W. G. Romaine.*

REGATTAS AND MATCHES.

- Aug. 2.—Great Yarmouth Regatta
- 2.—Royal Squadron—Prince of Wales's Cup
- 2.—Royal Cornwall Regatta—Falmouth
- 4.—Norfolk and Suffolk Yacht Club—Oulton
- 4.—Royal Squadron—Her Majesty's Cup
- 6.—Royal Squadron—Open Match
- 9.—Royal Victoria Yacht Club—Tradesmen's Plate
- 9.—Royal Welsh Yacht Club—Regatta
- 9.—Lowestoft Regatta
- 10.—Milford Haven Regatta
- 10.—Brighton Regatta
- 11.—Royal Victoria Yacht Club—Ladies' Plate
- 12.—Royal Victoria Yacht Club—Schooners and Cutters
- 13.—Royal Victoria Yacht Club—Boat races
- 15.—Torbay Royal Regatta
- 23.—Royal Victoria Yacht Club—Torquay to Plymouth
- 25.—Royal Western Yacht Club—Regatta at Plymouth
- 25.—Dover and Cinque Ports Regatta
- 27.—Clyde Yacht Club—Rothesay
- 30.—Dartmouth Royal Regatta

All Communications to be addressed 6, New Church Street, N.W., London

HUNT & Co., Printers, 6, New Church Street, Edgware Road, N.W., London.

HUNT'S YACHTING MAGAZINE.

SEPTEMBER, 1864.

ROYAL YACHT SQUADRON REGATTA.

A week or two previous to this event coming off, the "*Isle of Wight Observer*" drew attention to the Royal Gifts which are presented yearly to this club for competition. The Editor's arguments were that the gifts ought to be thrown open to all comers, being of opinion they were given for the purpose of stimulating owners and builders to produce a better class of vessels than had heretofore been in use. If such is the fact, most certainly all yachts, whether flying the White Ensign or not, are entitled to start for these honors. The article has been the round of the papers, and as yet no denial has appeared.—If any yachtsman can enlighten the public respecting the terms on which these royal gifts are given to the R.Y.S., he would allay the unpleasant feeling that is now rife—the plain statement wanted is,—Are the members of the premier club the recipients of the *royal bounty*, or *merely the trustees for the benefit of all clubs*? However, as we are unable to give an opinion we proceed to the details of the matches.

The annual gathering of yachts from all parts of the Kingdom at this port is generally very numerous, and this year was not an exception, for a large flotilla anchored in and about the harbour of West Cowes. The sports began on the 2nd of August, with the cup presented by His Royal Highness the Prince of Wales, 100 guineas; time per tonnage according to Ackers' scale; tonnage measurement by the Royal Thames Yacht Club rules; the sailing

regulations of course were the Squadron's. The following entered :—

Numbered as in Hunt's Universal Yacht List for 1864.

No.	Names of Yachts	Rig	Tons.		Owners	Builders
			T.M.	O.M.		
65	Arrow.....	cutter	94	102	T. Chamberlayne, Esq.	Inman
18	Alerte.....	cutter	56	54	J. Sladen, Esq.	Ratey
1283	Terpsichore	cutter	42	40	Capt. Tattnell, Esq.	Wanhill
376	Phosphorus	cutter	49	50	Capt. W. Bulkeley	Hatcher
612	Lady Bird	cutter		35	J. P. Lethbridge, Esq.	Mansfield

The Royal Thames mode of measurement gave an advantage to the Arrow over the others.

The Lady Bird did not start; the others appeared in a line to the north of the Club Castle, the Arrow being to the south. Course from Cowes round the Warner light; thence to the north round Calshot light; thence round a mark-boat off Egypt, and then to pass between the Club Castle and a mark-boat in Cowes roads—twice round.

A more delightful day could not have been desired—the sun shinning brilliantly, while a fresh breeze from N.N.W. to N.W. effectually prevented the heat from being oppressive. When all were ready the first gun was fired at 10h. 15m., and the second to start at 10h. 20m. The wind was just then rather light, and the tide had scarcely turned to the west. The vessels at once hoisted jibs, and then began to hoist their heavy sails, which with the free wind was a long job. The Phosphorus, feeling, perhaps, a little east tide, and being to windward, took a fine start. The Terpsichore seemed all in difficulties and not able to get off. Phosphorus was first with her topsail, but not by much, Arrow, of course, from her great size being last. By the time they reached Old Castle Point the sails were all set and trimmed, balloon jibs of course, but only big topsails. Alerte had gained a good lead, but off the point, as soon as they came before the wind, the old favorite, the Arrow, came tearing up and passed to leeward easily. The Terpsichore had now got her topsail set, and ran close up to Phosphorus, and thus they continued for some time. Being almost dead before the wind, foresails were boomed out, that being allowed, and as the wind freshened they flew fast through the water, but were much

impeded by the west tide, which now ran strong. When passing Ryde pier the Arrow was leading by 1m. 10s., and when between Sandhead and the Noman she shifted jib, and on nearing the Warner shifted topsail. Phosphorus and Terpsichore also prepared for the rounding, whilst the Alerte carried all on. They ran the whole way on the port tack, and luffed round the Warner thus :—

	h.	m.	s.		h.	m.	s.
Arrow	11	59	50	Phosphorus	12	3	30
Alerte	12	1	15	Terpsichore.....	12	11	25

After rounding Alerte simply changed balloon for working jib, and it was noticeable all the way down that her boomed foresail took the wind out of her jib, and caused it to drag, hindering rather than helping; and, in a much less degree, the same remark applies to Phosphorus and Terpsichore. After rounding Warner, Arrow seemed scared, and set to work skeeting like a parish engine. 12h. 13m. Arrow tacked S., and 12h. 16m. Alerte dry as a bone followed; 12h. 19s. Phosphorus, well wet, followed; Terpsichore holding her reach and tacking off the Horse Scarecrow and standing for Noman at 12h. 22m.; wind lulled, and veered to N.N.E. for a short time, when it returned to N.N.W.; and so remained all day. Arrow had crept up towards Sandhead, and at 12h. 25m. tacked and stood for Gilkicker, across a strong favorable tide; at 12h. 28m. Alerte, and at 12h. 32m. Phosphorus followed. Terpsichore shortly after went about off the Noman, and stood N.; 12h. 34m. Arrow tacked to starboard, and hugged the shore off Anglesey, and Alerte followed at 12h. 39m., decidedly gaining upon her antagonist. Phosphorus, in the wake, generally made tack for tack, whilst Terpsichore took a course of her own. From the great number of short boards which the yachts made, and the opposite tacks they were on, it would be fallacious to take the times below as indicating anything more than when they crossed an imaginary line from the lamps on Ryde pier to the Anglesey seamark:—Arrow 12h. 40m. 50s., Alerte 12h. 44m. 40s., Phosphorus 12h. 47m. 1h., Terpsichore 1h. 0m. 40s. In the board from Gilkicker to Stokes Bay, Alerte shortened the distance between her and Arrow wonderfully; Arrow, seeing that, made a short leg towards Browndown, and then a long leg towards the Brambles; Alerte kept her reach to N., and they fetched round the Calshot light in the same order. The wind now freshened and the Arrow forged ahead, closely followed by the persevering Alerte.

Before reaching the flag-boat off Egypt the wind fell light, and they rounded it thus :—Arrow 2h. 5m., Alerte 2h. 8m., Phosphorus 2h. 14m. 15s., Terpsichore 2h. 30m. After jibing round they had to stem the tide, which with the light wind, was slow work, they set large topsails and jibs, and squared away for Cowes Castle, where they completed the first half of the match:—

	h.	m.	s.		h.	m.	s.
Arrow.....	2	34	45	Phosphorus.....	2	43	55
Alerte.....	2	36	45	Terpsichore.....	3	11	55

The yachts now commenced the second and last round, with a falling wind and drooping ballooners, it took above an hour to reach Ryde, and the Warner was only passed :—

	h.	m.	s.		h.	m.	s.
Arrow.....	4	25	0	Phosphorus.....	4	45	0
Alerte.....	4	36	30	Terpsichore.....	4	53	0

Arrow shifted jib and topsail before rounding. Alerte for the first time shifted topsail after rounding, and so was a very long time in setting another, indeed she tacked twice without it, and also shifted jib; and she now followed the others in skeeting. Arrow's crew were running up and down her ratlines like lamplighters, for no sinecure had they, while swamping her sails. Wind had lulled again, and baffling off Portsmouth Harbour. The foremost yachts made tack for tack about every ten minutes over on N. shore to shun the adverse side.

At 5h. 15m., the Fairy with Royal Standard at main, with Elfin in her wake, were seen steaming from Osborne towards Ryde. It was evident, therefore, that the Prince of Wales was out to see the finale of the match for his Cup. At 5h. 30m., Fairy dropped to leeward under Arrow's stern, so as not to impede her progress, and then brought up waiting for the other racers, and in about ten minutes Alerte came up; Phosphorus and Terpsichore followed. They passed the imaginary line, named in first round, and luckily the Fairy stood right across it, so the times will do for both as follows :—

	h.	m.	s.		h.	m.	s.
Arrow	5	31	0	Phosphorus	5	56	0
Alerte	5	50	20	Terpsichore	6	10	0

The wind was now very light, and setting Alerte's huge topsail she carried away the yard. The Arrow was seen ploughing away past Stokes Boy shortly after 6 p.m., about 20m. ahead of Alerte,

and they all made short tacks along the shore, but at this time there seemed very little chance of the match being completed before nine o'clock. The wind, however, freshened, and the Arrow rounded Calshot Light at 7h. 26m., the Alerte at 7h. 50m. The Arrow now got the wind free, and was able to shun a little tide, jibing round the markboat at 7h. 58m., and passing the winning flag at 8h. 17m. The Alerte was about 35m. behind, but did not round, nor did the other two. Of course the Arrow won the prize, having only 20m. to allow.

The Phosphorus sprung her mast during the first round near the Warner, which prevented her from starting in the match on the following day. Though more wind might have been desired for the match, a finer day for the spectators can hardly be imagined; and Cowes Harbour and Roads looked their very best and brightest, entirely devoted to the pleasure element.

Second Day.—August 3rd, opened calm and sunny, and doubts were raised whether there would be any racing, but just before the appointed hour for starting, a fresh S.E. breeze sprung up. The match this day was for the Squadron Cup, value 100 sovs., with a-second prize of 25 sovs. The course same as previous day, R.T.Y.O. measurement with an allowance of half-a-minute. The following were the entries :—

Numbered as in Hunt's Universal Yacht List for 1864.

No.	Names of Yachts	Rig	Tons	Owners	Builders
65	Arrow.....	cutter	94	T. Chamberlayne, Esq.	Inman
65	Astarte	cutter	73	T. Seddon, Esq.	Day & Co.
698	Marina	cutter	65	J. C. Morice, Esq.	Ratsey
1376	Volante	cutter	59	H. C. Maudslay, Esq.	Harvey
769	Mosquito	cutter	59	T. Houldsworth, Esq.	Mare & Co.
18	Alerte.....	cutter	56	J. Sladen, Esq.	Ratsey
1248	Surf.....	cutter	54	G. Harrison, Esq.	Fife
1859	Vindex	cutter	45	A. Duncan, Esq.	Millw. Ir. Co.

Lady Bird and Phosphorus entered also but did not start.

At 10h. 5m., the above got underway, to the East, with an adverse tide. They made a board off shore, in order to go outside of Peel buoy, and then they stood in for Osborne. The sight now from Ryde was pretty in the extreme, as the yachts tacked and crossed and re-crossed each other in constant succession; though the haze from the high land of Norris and Osborne rendered the paltry little

"distinguishing flags" a farce. The enormous size of Arrow, of course, "distinguished" her, but it was not till 11h. 10m., that it was seen Arrow had weathered the whole fleet; Mosquito next, and close upon her. It was now nearly high tide, so the yachts worked up under shore to Binstead, where several of them smelt the mud, and it was said that Astarte, Marina, and Vindex hung up, and (as will be seen) the latter did not pass Ryde pier till nearly an hour and half after some of the others. At 11h. 35m., Arrow reached off from Binstead to clear the roadstead, followed by Mosquito, Alerte, Surf, Volante, Astarte, and Marina. At 11h. 44m., Arrow stood in for Ryde pier, and presently went about nearly close to its N.W. angle; Mosquito, on her weather, reached in, her bowsprit just missing a steamer's stern lying at the N.E. angle; Alerte followed, about 200 yards further to windward; Surf next, still further to windward; and Volante in the wake of Alerte. It was an unusual treat to the large and fashionable company to see five such splendid vessels manœuvre under their noses, the Astarte, Marina, and Vindex, were greatly behind. Wind drew more to the southward, and at 12h. 2m. Mosquito was on Arrow's weather; the latter luffing and skeeting.—Mosquito shortly after made a short leg over the sands; Arrow still luffing, with Alerte just astern. Arrow made a short board towards the Noman, Alerte laid her course from Ryde pier to Noman without a tack. Marina's tactics varied from the others, she made a long reach from Humphreys Hole to Spithead, off in the adverse tide, which the others shunned. The wind was dead ahead from the Noman to the Warner, so all hands made a long board towards Sea View to weather the Warner, which was jibed round as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Arrow	12	52	5	Surf	1	5	45	Astarte	1	18	0
Mosquito	12	56	20	Volante	1	6	10	Marina.....	1	26	50
Alerte	1	3	20								

Alerte and Surf made some pretty sailing, as Surf and Volante had previously done. After passing the Warner it was free sailing with wind and tide, and they flew fast past Ryde with jibs boomed out; but off Osborne they met with one of those wonderful changes which summer shows. The wind came round to south-west, and actually whilst some vessels were beating to the east off Osborne, others were beating to the west off Egypt. The adverse winds,

however, were slow in meeting, and the contending yachts did not fall in with the south wind until near Calshot. The Arrow was then about four minutes ahead of Mosquito, which was a long way ahead of Surf, but Arrow fell in with a fresh south-west wind, whilst the others seemed to have run into a calm. They rounded Calshot Light as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Arrow	2	18	0	Alerte	2	34	0	Volante	2	36	0
Mosquito	2	33	0	Surf ..	2	35	0				

Astarte, Marina, and Vindex far astern. There was now a dead beat with a fair tide down to the mark-boat off Egypt, and whilst the others were hanging about and unable to fetch round Calshot Light, she was tacking fast down between the Brambles and Casket Spit, and rounded the mark-boat of Egypt, or rather Lepe, at 3h. 3m., Mosquito not till 3h. 25m., the others afterwards, and Vindex not until 4h. 45m. We presume that some accident must have happened to her, as she was full half an hour astern of Marina. The wind then came nearly south and freshened, then fell off, and when Arrow ran through Cowes Roads, which she did at a great pace, the tide now slacking, she seemed to have a monopoly of the breeze, which filled every sail to the utmost. More than half the time was now gone, and it seemed very doubtful whether they would get round before nine o'clock. The wind, however, kept sufficiently to the south-west to enable the yachts, after rounding the Warner, to make Calshot Light, which was rounded by

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Arrow	6	46	0	Alerte	7	20	0	Volante	7	27	0
Mosquito	6	59	0	Surf	7	23	0				

After rounding Calshot Light there was a dead beat against wind and tide; the former was strong, the latter very light, and the prospect of finishing the race grew fainter and fainter. For some time Arrow kept her lead, but off Lepe seemed to stop, and Mosquito came up rapidly, or, to speak earnestly, did not go so slowly as the Arrow, whilst the others gained on Mosquito. After many a tedious tack Arrow succeeded in rounding the mark-boat off Lepe, at 8h. 44m., one minute and a half ahead of Mosquito. The mark-boat was full three miles below Cowes, and of course there was no chance of the yachts reaching the goal in time. At nine o'clock a gun from the club Castle announced it was all over, and about a

quarter of an hour afterwards the two yachts drove up and anchored in the Roads. Marina had resigned off Binstead in going out the second round, and the Astarte also when to the westward of Ryde gave up, and ran up the Southampton Water. It appears the Vindex in the first round went on the wrong side of the Peel Buoy; and Mr. Duncan judging the match would not be completed by the time appointed retraced his steps after sailing some distance—thus he avoided being disqualified from contesting in the match when re-sailed.

A dinner at the Castle finished the day.

Third Day.—August 4th was devoted to a match between schooners and yawls, for Her Majesty's cup, value 100 sova. Old measurement. Course as in prior matches. Vessels to be handicapped. The following entered:—

Numbered as in Hunt's Universal Yacht List for 1864.

No.	Names of Yachts	Rig	Tons	Owners	Builders.
1324	Ursuline.....	yawl	112	H. Villebois, Esq.	Inman
1289	Titania	schooner	184	Earl of Rosse	S. Russell
28	Aline	schooner	216	C. Thellusson, Esq.	Camper
1325	Vestal.....	schooner	74	Sir B. Chichester	Harvey
15	Albertine	schooner	156	Lord Londesborough	Inman
189	Cissy	schooner	121	F. K. Dumas, Esq.	White
1358	Viking	schooner	142	J. Jones, Esq.	Ratsey
560	Intrepid	schooner	75	Comte de Moncau	Ratsey

All started but the Cissy. The morning was fine, but the wind was light and variable from S.W. The second gun for the start was fired at 10h. 40m. All of them cast to the north except Ursuline, which very narrowly missed Titania. Albertine and Titania got their sails up well and took a good start, but Vestal, getting her sails all set, ran past at a great pace, looking as if she would at all events be first round the Warner, this lead, however, she could not keep, and off Osborne Aline led well, the tide running now fast to the west. The Ursuline and Albertine set square-sails for some time on the run out, and either the square-sail or a lucky breeze sent the Albertine ahead near the Quarantine Ground. As they passed Ryde pier the wind rather increased, and were in this order:—Albertine first, Viking second, Intrepid third, Aline fourth, Vestal fifth, Titania sixth, Ursuline seventh. Off Sand-head goosewinging was adopted to the Noman, when Aline passed

Intrepid. They then hauled their wind to the Warner, when Aline overhauled Viking on her weather, but it was some time before she could give her the go-by. This little manœuvring allowed Albertine to get clear, and gain a greater distance; they rounded the light thus :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Albertine	12	9	10	Viking	12	16	55	Titania	12	33	45
Aline.....	12	15	25	Vestal	12	20	25	Ursuline	12	43	0
Intrepid	12	16	0								

All extra canvas was doused, and working jibs set. The wind had now settled into a fresh S.W. breeze, and they felt it after jibing round and getting their sheets aft; and all made good way with tide except Ursuline, which seemed unable to move, and was already far astern. They fetched well down to Calshot, which was rounded by Albertine at 1h. 34m., with Aline close on her, and Viking not far off. From this there was a dead beat with a fair tide and a fresh breeze down to the mark-boat off Lepe, after rounding which they took a fair wind against the tide up to Club Castle, which was passed as follows by official time :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Albertine	2	25	25	Intrepid	2	37	0	Vestal	2	51	5
Aline	2	26	30	Titania	2	49	0	Ursuline (not timed)			
Viking	2	32	0								

When proceeding on the second round the Aline set her big topsails, and she had also a main-topmast-staysail, but could not come up to Albertine, which only carried ordinary sails. The breeze was good, and they ploughed away over the tide, keeping a straight course, instead of availing themselves of the back water, which began to run under the shore. The Warner was rounded thus :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Albertine	3	26	50	Viking.....	3	35	50	Vestal.....	3	52	17
Aline	3	31	10	Intrepid	3	41	40	Titania	3	52	45

In this order they proceeded for the Calshot, but on passing Ryde Pier Titania was observed to have taken taken the place of Vestal. The Ursuline gave up. Aline shifted her large maintop-sail for a smaller one off Hell Head, as they had to haul their sheets aft to fetch Calshot, which was passed by Albertine about 4m. ahead of Aline; Albertine held her reach towards Calshot, after getting round the light, but Aline made one or two short tacks, and in the beat down, either by skill in manœuvring or by superior

speed to windward, she managed to get ahead, whilst Viking came unpleasantly close to both, and Aline rounded the Lepe boat at 5h. 21m., about half a minute ahead of Albertine. These three vessels had saved the slack tide down, but the unlucky Intrepid and Titania had a hard fight for it against tide, and once, if not twice, the Titania was ahead. From the mark-boat there was a fair run up with wind and tide, and they passed the winning flag :—

	h. m. s.		h. m. s.		h. m. s.
Aline	5 38 35	Albertine	5 39 25	Viking.....	5 41 6

Viking loosing the cup by 1m. 41s., as Albertine, from her superior tonnage, had to allow her time. The others were not timed. Albertine has thus become the winner of the splendid cup.

Aline	had to allow	Albertine.....	17m.
"	"	Titania.....	12m.
"	"	Viking.....	20m.
"	"	Clasy	27m.
"	"	Vestal	20m.
"	"	Ursuline	33m.
"	"	Intrepid	37m.

Fourth Day.—August 5th, the prizes given by the Squadron to vessels belonging to any Royal Club, which were not won on the 3rd inst., owing to the hour having passed before they arrived, came off this day, over the same course, by the same vessels (except Marina which did not start.)

The morning had been very fine, and a S.W. breeze sprung up just before starting, with a strong tide running easterly. The second gun fired at 10h. 15m. and the Alerte took the lead followed by Astarte. On opening Osborne Bay the Arrow was leading, and the wind began to fall light as they neared Ryde Pier, which was passed in the following order :—Arrow first, Surf second, Alerte third, Volante fourth, Vindex fifth, Mosquito sixth, and Astarte seventh. Soon after the wind fell to a calm, and the vessels lay motionless for a considerable time. At length the Alerte, Surf, and Volante caught a slight puff from N.W., and they slowly progressed towards the Warner, which was rounded thus :—

	h. m. s.		h. m. s.		h. m. s.
Arrow	12 52 10	Mosquito	12 55 0	Vindex	12 56 55
Volante.....	12 53 25	Alerte	12 56 15	Astarte.....	12 57 20
Surf	12 54 35				

This was rather close work, about 5m. between first and last. The

wind was now fresher, and having set ballooners they rattled back at a good pace. The *Astarte* gave up, whilst the *Arrow* carried apparently a fair wind to the *Calshot*, which she rounded at 2h. 1m. 40s. a long way ahead. From this it was a dead beat down to the *Lepe* against a fresh breeze, and from thence it was fair run on the return to *Club Castle*, which was passed the first round thus:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
<i>Arrow</i>	2	50	0	<i>Surf</i>	3	1	30	<i>Alerte</i>	3	5	30
<i>Volante</i>	3	0	30	<i>Mosquito</i>	3	2	30	<i>Vindex</i>	3	6	35

It was a magnificent sight to see them tearing over the tide through *Cowes Roads* amongst the fleet of yachts, every inch of canvas set, and drawing with a fine breeze S.S.W. No further change took place, and the wind held good, taking them fast out to the *Warner*, and the tide bringing them back still faster. The *Arrow* rounded *Calshot* on the return at 5h. 2m., just 20 minutes ahead of the *Volante*. The wind was now fresh, and all except the *Arrow* sent up jib-headed topsails for the beat down. The *Arrow* had an enormous advantage, as the 20 minutes which she was ahead enabled her to carry the slack, or perhaps some west tide down to *Lepe*, whilst the others just met the young flood. She rounded the mark-boat at 5h. 39m., 32 minutes ahead of *Volante*, having gained 12 minutes in the beat down. Of course with fair wind and tide it was now all over as to the first prize, for the *Arrow* came roaring up with wind and tide. The second was very doubtful, as *Surf* had 2½ minutes to receive, and was just that time astern at *Lepe*. She set a balloon jib for the run, which drew well, and perhaps gave her the match, for they passed the *Club Castle*:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
<i>Arrow</i>	5	53	0	<i>Surf</i>	6	27	16	<i>Alerte</i>	6	41	0
<i>Volante</i>	6	25	0	<i>Mosquito</i>	6	32	35	<i>Vindex</i>	6	47	0

The *Surf* thus winning the second prize by 14sec. The *Arrow* is too big for any other racing cutter; but it will be seen that with the others there was an excellent race, and, as all of them could not win, we were pleased to see Mr. Harrison successful, for no man starts his vessel with so much spirit, or bear his run of bad luck with such good temper.

Fifth Day.—August 6th, came off a match for a prize of 100 sovs. raised by subscription amongst the members of the Squadron, and was open to all classes and rigs under 200 tons, belonging to any Royal Club. Time race according to *Ackers' scale*. Course

from Cowes round the Nab, and then passing to the south of the Brambles, round a boat anchored off Newtown, not far from Yarmouth, keeping outside all the buoys and marks except those on the Sturbridge and Middle. The following started:—

Numbered as in Hunt's Universal Yacht List for 1864.

No.	Names of Yachts	Rig	Tons	Owners	Builders
436	Flying Fish	schooner	42	G. Jessop, Esq.	Blanshard
1325	Vestal	schooner	74	Sir B. Chichester	Harvey
1376	Volante	cutter	59	H. C. Mandalay, Esq.	Harvey
768	Mosquito	cutter	59	T. Houldsworth, Esq.	Mare & Co.
18	Alerte	cutter	56	J. Sladen, Esq.	Ratsey
1359	Vindex	cutter	45	A. Duncan, Esq.	Millwall I. Co.
15	Albertine	schooner	153	Lord Londesborough	Inman
1358	Viking	schooner	131	J. Jones, junr., Esq.	Ratsey
41	Amulet	cutter	48	T. V. Tippinge, Esq.	Wanhill

Several other yachts were entered, but did not start. The yachts were anchored as usual in a line north of the Club Castle, so as just to keep the buoys on the Brambles open from the Club Castle, and we shall do well to publish that on this point the rules of the squadron are very rigorous, the yachts start from their own anchors, and must take care to be anchored far enough to the east or west, as the case may be, or they will be disqualified. By way of change, there had been a fine breeze this morning, which died away towards ten o'clock; and the yachts were not ready to start until half-past ten. The Flying Fish was well up the harbour at ten, and just reached her station as the starting gun was fired, but had not lowered her sails, so that, though she went round the course, she was disqualified. The first gun was fired 10h. 30m., second 10h. 35m., the wind, according to the best observations, as nearly as possible up and down the mast. The Viking seeming to think it east, headed accordingly on the starboard tack with sheets aft. The Mosquito and Volante felt something from the west, and had their sheets off on the port tack, whilst the Amulet perversely pointed towards Lymington. There was, however, a fine tide setting them to the eastward, and in about a quarter of an hour a light breeze from the N.W. sprung up, and they moved fast, passing Ryde pier in the following order:—Alerte, Albertine, Volante, Mosquito, Flying Fish, Vestal, Vindex, Amulet, and Viking, with only a few minutes between first and last—In running for the Sand-

head buoy the *Volante* shot past the *Albertine*, and soon after took the lead from *Alerte*, the *Flying Fish* coming well up. The schooners were running goosewinged for the Nab, and it was rounded as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
<i>Albertine</i>	1	28	0	<i>Alerte</i>	1	30	0	<i>Flying Fish</i>	1	31	40
<i>Volante</i>	1	29	10	<i>Vindex</i>	1	30	30	<i>Viking</i>	1	32	30
<i>Amulet</i>	1	29	50	<i>Mosquito</i>	1	30	50	<i>Vestal</i>	1	33	15

Such a cluster of large vessels has seldom been seen in a match after so long a run. Soon after they had rounded *Albertine* and *Volante* caught a fine breeze about N.W., and made a long board into Southsea, whilst *Viking*, *Mosquito*, and *Vestal* lay becalmed for nearly half an hour. The tide had now slackened, but with a light N.N.W. wind they had a long beat off Southsea. *Volante* passed to windward of *Albertine*, and got a long way ahead, and *Vindex*, near Ryde Sand Head, had passed most of her opponents, and came close up to the huge *Albertine*, which was, however, doing wonderfully well for a schooner. At Osborne they began to feel the fresh S.W. breeze, which had for some time been blowing up the West Channel, and when they opened the Point there was enough to make all of them, *Albertine* included, shift for jib-headed topsails. In beating down between the Brambles and the vessels in Cowes Roads the *Albertine* was of course under great disadvantages, for whilst she was going about one of the cutters could go about and make half a board, and though the strong west tide swept them through this narrow passage in three tacks, yet the active *Vindex* gained rapidly, and off Egypt took the second place. The *Volante* had passed the club Castle at 3h. 40m., and from this there was a splendid beat down to Newtown. The sun was shining brightly, a fresh breeze was blowing and making the waves sparkle as they curled up against the west tide, whilst the match vessels and some twenty or thirty other yachts were either crossing or re-crossing on their way down, or coming up with sheets off and square-sails set. The racing yachts went down very fast and rounded the mark-boat:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
<i>Volante</i>	4	28	10	<i>Alerte</i>	4	38	40	<i>Viking</i>	4	51	55
<i>Vindex</i>	4	34	50	<i>Amulet</i>	4	42	5	<i>Vestal</i>	5	0	0
<i>Albertine</i>	4	37	0	<i>Mosquito</i>	4	49	0	<i>Flying Fish</i> (not timed)			

Of course big top sails and square-sails, which were allowed, went up as soon as possible, for it was still an open match between the

first three, and they tried to shun tide along the shore of the island, affording the spectators a magnificent sight. The Albertine tore through the water magnificently, and passed the Vindex, but could not gain her time of the Volante, as they passed the Club Castle :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Volante	5	16	11	Alerte	5	24	14	Viking	5	37	40
Albertine	5	20	47	Amulet	5	26	58	Vestal.....	5	44	57
Vindex	5	21	55	Mosquito.....	5	35	55	Flying Fish ...	6	6	0

The Vindex having to receive 8m. 38s. from Volante, and 6m. 15s. from Albertine, and being only 5m. 44s. behind Volante, and 1m. 8s. behind Albertine, of course took the prize; this being the second prize which the Volante had lost by time in the week.

This finished one of the best regattas ever held at West Cowes.

TEMPLE YACHT CLUB MATCH.

THE third match of the season for yachts that have not hitherto won a prize in this club came off on Monday, July 25th. The distance sailed was from off the club house at Charlton, to the upper inner buoy at Greenhithe, and back to Charlton. Six yachts were entered, but only the four following started, in consequence of the members not attending on the morning in sufficient numbers to man the yachts:—Isabel, 4 tons; Bittern, 3 tons; Fiddler, 3 tons; and Stella, 4 tons.

The start took place at 11h. 20m., the Fiddler was first away, followed by the Stella, Bittern, and Isabel. In the lower part of Woolwich Reach the Stella took the lead, and gradually increased it, rounding at Greenhithe at 1h. 20m.; Fiddler second, Isabel next, and Bittern last. On the journey home the Bittern overtook and passed the Isabel, the yachts arriving at Charlton; Stella 3h. 10m., Fiddler second, Bittern third, and Isabel last. The prizes were three very handsome cups, valued at £10, for the first, second, and third yachts, which were presented to the winners the same evening at the club-house by the Commodore, who accompanied the race on the day on board the Vice-Commodore's yacht, the Mermaid.

BRAY REGATTA.

A LARGE number of yachts mustered in the beautiful bay on Saturday, June 25th, to participate in the sports. Every preparation ashore, as well as afloat, had been made by the following gentlemen who formed the committee:—G. Putland, Esq., Admiral Hackett, Lieutenant-Colonel Atkinson, J. A. Lyle, Esq., R. Scovell, Esq., M. A. Talbot, Esq., E. J. H. Tucker, Esq., W. H. Brownrigg, Esq., and Captain Armit.

The morning opened with fine sunshine and a smart westerly breeze. The beautiful and picturesque scenery of Bray Head, the Sugar Loaf Mountain, the high land encircling Killiney Bay, with the Hill of Killiney and Dalkey Island bounding the northern outline, were never seen to more advantage, whilst the rugged Hill of Howth, with Ireland's Eye and Lambay Island in the distance, completed a picture of natural beauty that the eye could never tire of gazing upon. The town of Bray had also put on its holiday aspect, whilst the stately hotels, lines of terraces, picturesque villas, and noble mansions, that have of late years risen like magic along the shore, gave the idea from the water of a goodly city lying perdu at the base of the lofty hills; the busy railway trains arriving rapidly at the station from north and south, conveying numbers of pleasure seekers to the scene, contributing not a little to this notion. The Esplanade at Bray became rapidly crowded with a gay and fashionable assemblage. A noble marquee was erected for the committee and subscribers to the regatta and their friends, and it, together with the Coast Guard station, the flag-staffs of the hotels, and at many points on the shore, being dressed with flags of all nations, presented a very brilliant appearance. The fine band of the 11th Regiment was stationed in the enclosure surrounding the marquee, and performed a choice selection of music throughout the day. But if the scene from the water was picturesque and beautiful, that from the shore was equally so. At an early hour Her Majesty's cruiser, *Racer*, commanded by Mr. Harris, R.N., arrived from Kingstown, and took up her position as flag-ship about half a mile from the land. In her immediate vicinity the schooner *Belle*, Commodore Putland, was anchored, and the hospitality of this gallant and well-known yachtsman was dispensed with a lavish hand to a numerous circle of visitors throughout the day. The *Atalanta* (cutter), N. Arnold, Esq., and the *Spell* (yaw), Admiral French, of the Royal Cork Yacht Club, lay near to the *Belle* and flag-ship, and these vessels gave to the breeze the holiday bunting

of Her Majesty's and the yacht club fleets, producing a very beautiful and picturesque effect. Her Majesty's cruiser, *Fanny*, Mr. Daish, R.N., commander, having on board Captain De Courcy, of Her Majesty's ship *Royal George*, arrived during the matches; at one period a fleet of between twenty and thirty vessels were under weigh, together with a numberless flotilla of men-of-war's boats belonging to the *Royal George* guardship, Coast Guard galleys, rowing-boats, fishermen's yawls and wherries, and local boats belonging to the coast, presenting such a variety in rig and appearance, from the tiny yacht's dinghy to the noble looking schooner yacht, from the dashing men-of-war's crews to the hardy fishermen, from the rough and tumble scratch crew to the elegant and thoroughbred-looking sweep of the trained rowers of the racing clubs, as certainly never were witnessed in Bray Bay, and we doubt much if such a brilliant conjunction of picturesque beauty and animation both ashore and afloat could be seen elsewhere. The fine saloon steamer *Kingstown*, belonging to the Dublin and Kingstown Steam Packet Company, arrived from Dublin at an early period of the day, with her decks crowded, and accompanied the matches from point to point, giving her passengers an admirable view of the sports.

The first event set down was the race for the £50 purse, presented by the Dublin and Wicklow Railway Company; the *Mosquito* having won the 100 guinea cup at Queenstown on the Thursday previously, had sailed the same evening for Bray, where she arrived in due course; and the *Phryne*, having won the £50 purse on Friday, the 24th of June, at Queenstown, telegraphed her entry for this prize, stating that she had sailed for Bray on Friday; the *Enid* being the only vessel entered against the *Mosquito*, Commodore Putland determined to start the second race first in order to give the *Phryne* an opportunity of arriving, which was momentarily expected from Cork.

The second race upon the card was for a purse of £25, open to yachts of 40 tons, belonging to members of Royal Yacht Clubs or of Prince Alfred's Club. The following well-known clippers, with a very pretty new craft of Fife's, took up their berths shortly before 11h. 30m., when the start was effected:—

Numbered as in Hunt's Universal Yacht List for 1864.

No	Names of Yachts	Rig	Tons	Owners	Builders
1465	<i>Xema</i>	cutter	35	Major Barton	Fife
309	<i>Echo</i>	cutter	38	W. I. Doherty, Esq.	Wanhill
927	<i>L'Eclair</i>	cutter	36	J. H. Townsend, Esq.	Wanhill
1042	<i>Secret</i>	cutter	32	T. Keogh, Esq.	Wanhill

The long course for the larger yachts was from the flag-ship the Racer, round a flag-boat about four miles seaward, thence round the Kish Lightship, back to a flag-boat in Killiney Bay, thence to the flag-ship, back to the flag-boat in Killiney, and home, leaving all flag-boats and lightship on the port hand—direct distance about 32 miles.

The wind, which had been rather unsettled in the morning, had become more firm, blowing a moderate topsail breeze W.S.W., westing more out in the bay. They had all their canvas set, and the Xema took the lead, with Echo second, L'Eclair third, and Secret last, but ere they rounded the first flag-boat the L'Eclair had wrested the second place from Echo, and she only kept the third place by excellent handling, as in passing the boat she just shoved her bowsprit in between it and the Secret, causing her to jibe. In running for the Kish Lightship the Secret overhauled and passed Echo first, then L'Eclair, taking second place, and challenging Xema; there was not more than 45 seconds between first and second, and only 55 seconds between first and last. It was a close haul to windward for the next flag-boat in Killiney Bay, and the L'Eclair shifted No. 1 jib for No. 2, and shifted balloon topsail for a working one. The wind now freshened, and Xema showed that her powers laid in a rattling breeze, passing the last flag-boat four minutes ahead of the others; from this was a run to the flag-ship, and the Secret set her balloon foresail and jib, and they rounded thus:—

	h.	m.	s.		h.	m.	s.
Xema	3	8	15	L'Eclair	3	15	48
Secret	3	12	0	Echo	3	16	0

Turning to windward for the last flag-boat, and the Secret gained on Xema; these two as well as L'Eclair made long reaches towards Dalkey Sound to get the strength of the tide under their lees, whilst Echo which was far to leeward got a good wind, which enabled her to make a long board on the port tack into Killiney Bay and just reached the flag-boat, 50s. ahead of Xema; from this the run home was most excitingly sailed, and the match was finished thus:—

	h.	m.	s.		h.	m.	s.
Echo	4	37	5	Xema	4	39	40
Secret ..	4	39	5	L'Eclair	4	39	41

The Secret had to receive time from the Echo, therefore was declared the winner, with one minute to spare.

The next race was for a purse of £50, for which the following vessels entered to contest:—

Numbered as in Hunt's Universal Yacht List for 1884.

No	Names of Yachts	Rig	Tons	Owners	Builders
879	Phryne	cutter	54	T. Seddon, Esq.	Hatcher
349	Enid	cutter	56	F. Scovell, Esq.	Wanhill
768	Mosquito	cutter	59	T. Houldsworth, Esq.	Mare & Co.

The Phryne did not show, therefore the committee started the other two at 12h. 30m. The Mosquito which was under balloon canvas took the lead at once, with a good steady breeze at W.b.S., hauling up to W.N.W.; the Enid held a gallant tug with the iron veteran to the Kiah Lightship, which they rounded as follows:—

	h. m. s.		h. m. s.
Mosquito	1 30 0	Enid.....	1 32 0

From this point the Mosquito steadily increased her lead. On the second round from the first to the second flag-boat she carried away the chain pennant of her bobstay, but the damage was speedily repaired, and with light and baffling winds and rain they arrived at the flagship thus:—

	h. m. s.		h. m. s.
Mosquito.....	5 13 30	Enid.....	5 21 10

After the deduction for difference of three tons had been made, the Mosquito was declared the winner by 6m. 50s. (See further particulars in next match.)

The third race was for a Challenge Cup value £30, presented by the Prince Alfred Club, (No. 26,) to which the Commodore added a purse of £5, for schooners, yawls, and luggers, belonging to the club, to be manned and steered by members of the same, a time race, long course, 32 miles. For this entered:—

No.	Names of Yachts.	Rig.	Ton.	Owners.	Builders.
1430	Wildflower.....	schooner	48	S. Little, Esq.	Fife
42	Amy	schooner	70	J. Barrett, Esq.	Fife
105	Belle	schooner	70	C. Putland, Esq.	Inman

The Belle did not start as her owner officiated as Commodore of the regatta. The starting gun was fired at 1h. 20m., when the Amy and Wildflower got away with an excellent breeze under a heavy press of canvas. In sheeting home her fore-topsail the sheet burst, and it was some time before it could be rove again and the sail set. She soon after set her square-sail, and shifted a small jib for a reaching one. The

Amy led to the first flag-boat, which she rounded at 1h. 50m.; the Wildflower well up, rounded at 1h. 51m. 30m. The Wildflower took in square-sail; the wind rather bare to carry it to the Kish Lightship: the Amy increased her lead to the ship, which she rounded at 2h. 25m.; the Wildflower at 2h. 22m. 30m.. From this point it was a turn to windward into the flag-boat in Killiney Bay. The Amy tacked to port on starboard tack, but finding the Wildflower stood on on the port tack she followed suit in a few minutes, about half-a-mile on the Wildflower's weather. The Wildflower's crew now shifted her fore-top-sail for the second main-top-sail, but it would not stand at all, so they had to reshift and set it in place of the balloon topsail. They found it rather smart work to have to lower the fore-top-sail and reset it on every tack.

At 3h. 25m. the schooners met the cutters of the above match crossing from the first flag-boat on their second round, Xema leading, with the Secret second. The Wildflower went astern of these two vessels, but crossed the Echo and L'Eclair's bows on starboard tack, just weathering them, the Amy leading. The Xema reached the Killiney flag-boat at 4h. 10m., the Amy at 4h. 11m., Echo 4h. 12m., and Wildflower at 4h. 19h. 30m., being 2m. 5s., outside of her allowance of time of 6m. 25s., from the Amy. The Mosquito and Enid at this period drawing up astern of her, with the wind very light, the Wildflower set her square-sail and balloon jib, but it fell flat calm, and began to threaten rain. All the vessels drifted towards the flag-boat with the tide; the Amy was at this period some 20m. ahead, and had a light breeze out to sea, whilst the others had scarcely a puff of wind inshore; nearing the flag-boat it commenced raining heavily, and the weather got so thick that the boats could not be made out; the tide sweeping now to the southward, the Wildflower steering N.E. by compass until the fog lifted and showed her the flag-boat as far off as ever, the Amy having got round it, was standing into Killiney Bay, but evidently perplexed as to getting round the flagship before nine o'clock; however, at eight o'clock a breeze came out from the westward, which cleared away the fog, and enabled the Amy to reach the flag-vessel at 8h. 55m., and she was proclaimed the winner of the silver claret jug for 1864. The Wildflower and other yachts in company bore away for Kingstown harbour.

A Prize of £12, for yachts not exceeding 12 tons, a time race, over the short course of 15 miles, brought out the Virago, 11 tons, J. Eyre; the Kiss Me Quick, 10 tons, J. Smith; the Magnet 12 tons, E. J. Bolton; and the Bijou, 12 tons, T. A. Kane. The starting gun was fired at 1h. 36m., the little vessels getting away in first-rate style.

After a short time the Bijou went to the front and maintained her lead, reaching the flagship a winner at five o'clock. A Purse of £5, for yachts not exceeding 6 tons, was won by the Sneezzer, 6 tons, F. W. Hammond, which, after a sharp struggle, persuaded the Vulcan, 5 tons, J. P. Hayes, in particular, and the public in general, that she was not under circumstances of wind or weather to be sneezed at.

A purse of £3 for Lilliputian yachts brought out the Spotted Snake, 3 tons, G. Yeo; the Dudu, 3 tons, S. Nolan; the Hookey Walker, 3 tons, R. Battley; and the Sibyl, 3 tons, J. Fitzgerald. After a sharp contest, during which some very pretty handling of these tiny craft took place, affording considerable amusement to the spectators along the shore, close to which their course lay, the Duda won cleverly, coming in considerably in advance of her opponents.

The rowing matches were numerous and very well contested. The first was between men-of-war's launches, pinnaces, and cutters, the first boat a prize of £5, and the second £3. Six boats belonging to the Royal George guardship contested these prizes, which were won in gallant style, the first prize by the second launch, and the second by the first cutter.

A race for men-of-war's galleys and coast guard boats brought out the revenue cruiser Fanny's, and the Bray, Wicklow, and Greystones Coast Guard boats. After a dashing contest between these stalwart crews, the revenue cutter's boats carried off the first and second prizes of £5 and £3 respectively. Fishermen's four-oared boats to be propelled by sails or oars at pleasure received two prizes of £3 and £1. The hardy boatmen of Bullock secured the first, the Wicklow fishermen being second, and the Bray boat was defeated. The Yachts' Gig Race followed, and was won by the cutter belonging to the Belle, Commodore C. Putland, defeating that of the Xema, Major Barton. A punt race and duck hunt closed the sports.

OCEAN RACE FROM LONDON TO HARWICH.

THE Royal London Yacht Club followed the example of its eldest sister (the R. T. Y. C), and on the 9th July held its first ocean match, course from Rosherville to Harwich. The prizes were two pieces of plate of the value of £40 each; one for cutters, the other for schooners and yawls. The novelty of the match brought together the following fleet:—

Numbered as in Hunt's Universal Yacht List for 1864.

No	Names of Yachts	Rig	Tons	Owners	Builders
298	Dudu	cutter	15	Baldock & Rudge, Esq.	Hatcher
1438	Will o' the Wisp ...	cutter	56	G. F. Moss, Esq.	Hansen
81	Avalon	cutter	38	J. Goodson, Esq.	Harvey
708	Mars	cutter	44	G. Haines, Esq.	White
493	Glance.....	cutter	35	G. W. Charlwood, Esq.	Hatcher
1248	Surf.....	cutter	52	G. Harrison, Esq.	Fife
53	Argonaut	cutter	18	A. Louch, Esq.	Kerrison
876	Phosphorus	cutter	50	Capt. Bulkeley	Hatcher
698	Marina	cutter	65	J. C. Morice, Esq.	Ratsey
134	Blue Bell.....	schooner	82	J. Edwards, Esq.	Ratsey
753	Minstrel.....	yawl	74	H. G. Austin, Esq.	Camper

The Violet, schooner, 32 tons, late the property of J. R. Kirby, Esq., but now belonging to A. Arcedeckne, Esq., was also entered, but did not put in an appearance. The starting gun was fired at 4h. 25m. 30s. a.m., the wind light, easterly. As the sound reverberated through the town, many a fair face might be seen performing the part of "Tom of Coventry," whilst the ruder sex were patrolling the piers and esplanade descanting on the appearance of the craft before them, and prophesying all sorts of possible and impossible winners. The fleet when underway was led by Dudu followed close by Surf, Marina, Avalon; but had soon to succumb to the larger craft. The Will o' the Wisp came to the fore having crowded on more canvas, Dudu fought hard for place, yet was gradually left astern by Surf and Marina, which were followed by Glance and Avalon. All the yachts were well handled, and the contest between the larger ones became more and more exciting. When the competing craft came abreast of the West Blyth Buoy, the Will o' the Wisp was still leading, the Marina and Surf were close together as seconds, and the Glance and Avalon occupied a fair third place, the Dudu being by this time "nowhere." At the Chapman the Will o' the Wisp must have been leading by some 300 yards, while the Surf, which had walked away from the Marina, had obtained about the same advantage over her. At the Nore Lightship the fleet stood thus:—Will o' the Wisp first, Surf second, Marina third, Glance fourth, Mars and Avalon together, then Phosphorus, Argonaut and Dudu being a long way astern, were considered out of the match. When the Mouse Light was reached, there was a good topsail breeze blowing, and it appeared that in the course of about three quarters of an hour the relative positions of the Will o' the Wisp and the Surf had undergone very little

alteration, although if anything the Will o' the Wisp had slightly increased her lead. The three first yachts were timed as follows, when off the Mouse Light:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.		
Will o' the Wisp	7	45	0	|	Surf	7	48	0	|	Marina	7	52	0

Between the schooner and yawl there was but little change. At the Lobster the Blue Bell was leading, which she maintained to the Shears Light, when the Minstrel by going close to the wind, passed her opponent; but in the Swin Middle the Blue Bell again took the lead which she maintained to the finish. The Minstrel did not round the Cork light.

Return we now to the other class:—On the cutters entering the Swin they met with rougher weather, but the change seemed suited to the Glance, which began to work into a better place. The Marina had passed the Will o' the Wisp, and the Glance coming up with her near the Swin Middle, also left her astern. As the flood began to make, about half-past nine, the yachts found increased difficulty in making way, and it now became evident that the contest would be between the Surf and the Glance. The Surf ran well when going before the wind, and soon led by a mile. The changes were trifling and the match was finished in the following times:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Surf	3	44	26	Marina	3	36	53	Mars	4	43	50
Glance	3	47	50	Will o'th'Wisp	4	19	15				

The Phosphous did not round the light, having borne up for Harwich; and the Avalon, Dudu, and Argonaut were not timed. As the conditions provided for a tonnage allowance of 30s. for the cutters, and 13s. for the schooners, it follows that the lead of 3m. 24s. which the Surf had over the Glance was 5m. 6s. short of the allowance which she had to give her opponent. The prize for cutters was accordingly presented to the Glance.

The Stella screw steamer, Vice-Commodore Edwards, accompanied the yachts during the race, as flagship, having Commodore Arcedeckne, and a numerous company on board, who were most hospitably entertained by the owner.

The splendid steamer Avalon, belonging to the Great Eastern Railway Company left Harwich at 9h. 30m. to meet the yachts, she having been placed at the disposal of the committee. The company on board was very select, and at the luncheon James Goodson, Esq., presided. This gentleman has been lately elected commodore of the

Royal Harwich Yacht Club, and we have no doubt will materially aid in bringing out that club in a more prosperous manner.

The Violet we before observed was entered, and we have since ascertained that she did not start in consequence of Commodore Arcedeckne declining to compete for a prize which he had been instrumental in bringing forward. She with several other yachts were moored in Harwich harbour dressed in their holiday best.

IPSWICH REGATTA.

THIS regatta took place on Monday, July 11. The weather was delightfully fine; the Orwell and its shores presented an animated spectacle, and the day may be said to have been a decided success.

The first match was for a piece of plate of the value of £21, to be sailed for by yachts of any rig, and belonging to any recognised yacht club, not exceeding 15 tons, Royal Thames measurement. The four following yachts entered:—

Numbered as in Hunt's Universal Yacht List for 1864.

No.	Names of Yachts.	Rig.	Ton.	Owner.	Builder.
21	Alexandra	cutter	15	G. Harrison, Esq.	Millwall I. Co.
280	Dione	cutter	12	T. Field, Esq.	Harvey
298	Dudu	cutter	15	Baldock & Budge, Esq.	Hatcher
987	Satanella	cutter	12	Capt. P. Bennett, jun.	Aldous

The Alexandra got ashore on her way from the Thames (last year she grounded in the Orwell), but the Dione, Dudu, and Satanella started from the point known as Pin Mill at 12h. 17m. 35s. The course was round the Cork Light, near the entrance to Harwich Harbour, and up the Orwell again to the committee boat, moored in the Cliff Bight, Ipswich. There was a stiff breeze from the eastward. The Satanella took a slight lead, with the Dudu close upon her, but when fairly under way the Dudu, which had set a jib-headed topsail (the others being under whole mainsail,) weathered the Satanella and took the lead. The Cork was rounded in the following order:—

	h. m. s.		h. m. s.		h. m. s.
Dudu	1 55 10	Satanella	1 58 55	Dione	2 1 20

At sea the Dudu lowered her topsail, but set it again in the Lower Reach. At Colmier Point she had a long lead, and the Satanella was

about as far ahead of the Dione. The Satanella set a square-headed topsail, and the Dione a jib-headed one. There was a good breeze home, and the Satanella somewhat picked up the Dudu, so that for the last four miles it was a fine match. The yachts reached the committee boat as follows:—

	h. m. s.		h. m. s.		h. m. s.		
Dudu	3 26 2	|	Satanella.....	3 31 21	|	Dione	3 37 10

The Dudu accordingly received the prize, while a second prize of £5 was awarded to the Satanella.

In the second match a piece of plate of the value of £10 10s. was offered for yachts of any rig not exceeding seven tons. The entries were as follows:—

Numbered as in Hunt's Universal Yacht List for 1864.

No	Names of Yachts	Rig	Tons	Owners	Builders
1234	Stella	cutter	5	G. Farrow, Esq.	Aldous
986	Sarah Ann	dandy	7	J. Holloway, Esq.	Harvey
	Helen	cutter	5	S. King, Esq.	

The course was from Pin Mill round the Beach End Buoy, keeping it on the starboard hand, thence round H.M.S. Pembroke, and up to Ipswich. The Helen was the smartest with her canvas, but was hampered by a large yacht which managed to get just to windward of her as she was gathering way, and forced her to put about. This gave the Stella, which had the windward station, a start, which, in turning to windward down Long Reach, she improved considerably. The Helen set a jib-headed topsail, and soon left the Sarah Ann a long distance astern. In the Lower Reach, she also reduced the Stella's lead considerably. The wind and sea in the harbour were, however, very heavy for the small boats, and the Helen got her topsail down to jibe round the Beach End Buoy. The Stella again gained in going to windward from the Pembroke across the harbour, and had a very long lead when she got into Lower Reach. On nearing Colmier Point she set her jib-headed topsail, and the Helen followed her example and gradually crept up with her, but could not overhaul her. The match closed as follows:—

	h. m. s.		h. m. s.
Stella	3 24 0	Helen.....	3 27 30

The Sarah Ann was beaten by several miles, and was, in fact, nowhere.

A purse of £6, was sailed for by skiffs not exceeding 17ft. over all, two sails only, fore and aft; the first to receive £3, the second £2, and the third £1. The entries comprised the What, J. Day; the Queen of Ipswich, Capt. Hardy; the Rattlesnake, D. Wright; the Fossil, W. Mills; the Kitty, C. Bacon; the Caroline, W. Naunton, the Sarah, E. Butcher; the Don, C. Adams; the James Lancelot, C. Girling; and the Surprise, W. Girling. The course was from the Clift Bight, round Hall Point Buoy and back. A good start was effected at 1h. 30m., and at the Hall Point Buoy there was a good deal of sharp manœuvring. The James Launcelot won, the Sarah being second, and the Caroline third.

ROYAL HARWICH YACHT CLUB REGATTA.

THE Ocean Match and the Ipswich regatta preceding this, and that of Walton-on-the-Naze following so closely, caused a great influx of people to the ancient town of Harwich, on the 13th July, the harbour also contained a very large fleet of vessels, and the elder inhabitants must have been reminded of those day long gone by, when this town was the principal port of communication with the Continent. The wind was propitious—the weather sublime—the prizes good—the vessels swift, and their crews confident and joyous. When all preparations were completed the first race brought the following to their buoys ready to start for a prize of 50 guineas given by the club, and 10 guineas presented by the liberal Directors of the Great Eastern Railway Company, open to yachts of 25 tons and upwards belonging to the club:—

Numbered as in Hunt's Universal Yacht List for 1864.

No	Names of Yachts	Rig	Tons	Owners	Builders
1248	Surf.....	cutter	54	G. Harrison, Esq.....	Fife
1269	Syren	cutter	49	T. Groves, Junr., Esq.	Harvey
493	Glance.....	cutter	35	G. W. Charlwood, Esq.	Hatcher

The course for all the matches was the same, viz. from between buoys laid down in the harbour, thence out of the harbour passing between the Beach End and Cliff Foot buoys, thence to the Cork Light vessel, thence to a mark-boat with red flag at the Stonebench, thence into the harbour passing between the Beach End and Cliff Foot buoys, thence to the committee vessel. All the yachts and smacks had to

leave the Cork Light vessel and station boats on their starboard hand. The course was sailed over twice, making a total distance of 35 miles. In consequence of the rather stiff breeze which was blowing from the east, the committee vessel was moored so that the yachts started much nearer the Suffolk side of the harbour than usual. When the gun fired at 12h. 15m. the Surf took the lead, and the Glance lost way at first by not making sail so well as the others; it was conjectured that she had fouled her main halyards. It had been provided that in all the matches between yachts the allowance for tonnage should be half a minute per ton up to 25 tons; above that and for difference of rig according to Ackers' scale. The owner of the Glance, however, waived this condition, and elected to allow the tonnage allowance to be half a minute per ton. The Syren took the second place in the first run out to sea, but when the yachts again neared the committee vessel, it was seen that she had sustained some accident, and it was found that the mainsail boom had been injured; she gave up after once passing the committee vessel. The first stage of the course, that is passing the committee boat for the first time, was completed as follows:—

	h. m. s.		h. m. s.		h. m. s.
Surf.....	2 2 0	Syren	2 10 15	Glance	2 11 0

On returning, after running down to Shortley, it appeared doubtful whether the Surf would clear the committee vessel, but she just managed to do so. Time:—Surf, 2h. 28m.; Glance, 2h. 38m.

The Surf had thus half a minute to spare at this point, after making the necessary allowance to the Glance, and in the second run out to sea she considerably increased her lead. Thus the two gallant competitors again passed the committee vessel on the second return from sea as follows:—

	h. m. s.		h. m. s.
Surf	4 2 0	Glance	4 22 5

Finally the match closed thus:—

	h. m. s.		h. m. s.
Surf	4 26 5	| Glance	4 48 50

The Surf had thus a lead of 18m. after making full allowance for difference of tonnage; but as she passed the Violet there was an ominous crash on a small scale, and all eyes being turned aloft, it was found that a topmast had been carried away on board the schooner in consequence of the unfortunate habit of the Surf to round points too closely. By the eleventh rule of the day this accident proved fatal to the Surf, and the prize was passed to the Glance. The gun was fired as the Glance rounded the committee vessel, and she was saluted with three

cheers as the winner. At first her people evidently did not comprehend how this could be the case, but they soon perceived the mishap, and responded heartily to the cheers with which they had been welcomed. Fortune has thus smiled very kindly this week on the *Glance*, for although twice distanced by the *Surf*, she has in each case carried off the prize.

The second match was between schooners, the prizes being a piece of plate, of the value of 20 guineas, presented by the Commodore of the Royal Harwich (J. Goodson, Esq.), with five guineas added for the second yacht by the Directors of the Great Eastern Railway Company. The burthen of the competing schooners was limited to 35 tons. The entries were:—

Numbered as in Hunt's Universal Yacht List for 1864.

No	Names of Yachts	Rig	Tons	Owners	Builders
1395	Waterwitch.....	schooner	20	H. Allenby, Esq.	Aldous
	Violet	schooner	18	T. B. Friday, Esq.	
59	Ariel (late Yankee)	schooner	12	W. Sidney, Esq.	Halliday

The *Waterwitch* went off with the lead at 12h. 30m., followed next by *Violet*, and *Ariel* last. In this order they continued for a short time, when the *Ariel* challenged *Violet*, overhauled and passed her. They passed the committee vessel on the first return from sea thus:—*Waterwitch* 2h. 25m. 10s., *Ariel* 2h. 47m. 20s., and *Violet* 2h. 54m. No change took place in this order, except as to distance, for the *Ariel* by good handling was nearly at the fore when finishing; the time being taken thus:—

	h. m. s.		h. m. s.		h. m. s.
Waterwitch.....	5 56 0	Ariel.....	6 0 0	Violet	6 12 45

The *Waterwitch* had thus a lead of four minutes, exactly the amount of allowance which, according to the tonnage as entered, she had to make to the *Ariel*. The committee were consequently unable to come to any decision as to the awarding of the prizes, and although Mr. Sidney, of the *Ariel*, offered to sail another round then and there, this was not acceded to. It has since been decided by the committee that each should be presented with a piece of plate.

The third match was between yachts not exceeding 15 tons belonging to a Royal yacht club. The first prize was a piece of plate of the value of £15 15s., while £5 5s. were added for the second yacht by the Directors of the Great Eastern Railway Company. The entries were:—

Numbered as in Hunt's Universal Yacht List for 1884.

No	Names of Yachts	Rig	Tons	Owners	Builders
280	Dione	cutter	12	T. Field, Esq.	Harvey
1407	Waveney	cutter	16	T. Lucas, Esq.	
21	Alexandra	cutter	15	G. Harrison, Esq.	Millwall I. Co.
298	Dudu	cutter	15	Baldock & Rudge, Esq.	Hatcher
987	Satanella	cutter	12	Capt. Bennett	Aldous

A splendid start was made at 12h. 43m., when Dione had the lead, followed by Alexandra second, Dudu third, Satanella fourth, and Waveney last. When they made their re-appearance the Satanella was leading, Dione second, and Dudu third, which latter carried away some of her bowsprit gear. The Waveney retired, and on enquiry it was found that Alexandra had again carried away her mast. Last year she met with a similar disaster here. She was taken in tow by the Syren (herself disabled) and brought into the harbour. In the run out the second time the Satanella had the misfortune to carry away the jaws of her gaff, and she lost some way, but still kept the lead. This chapter of accidents was finished thus :—

	h. m. s.		h. m. s.		h. m. s.		
Satanella	5 50 0	|	Dione	5 52 40	|	Dudu	5 56 45

The Satanella was declared the winner. Thus closed the yachting department of the programme.

The entries for a purse of £15 15s., presented by Capt. Jenks, M.P., for dredging and fishing smacks connected with the port of Harwich were the Paragon, 15 tons, H. Bacon; the Oakley Lass, 9 tons, J. Hubbard; and the Emily, 10 tons, E. Shrubsall. It will be sufficient, perhaps, here to note the time at which the two rounds were completed:—First round, Paragon 2h. 32m. 0s., Oakley Lass 2h. 52m. 0s., Emily 3h. 7m. 50s. Second round, Paragon 5h. 3m. 0s., Oakley Lass 5h. 52m. 45s., Emily 6h. 1m. 0s.

The prize was divided into three parts, and the Paragon was awarded the first share of £8 10s., the Oakley Lass receiving £5, and the Emily £2 5s. Several rowing matches followed.

The Royal Harwich Regatta this year was the best that had been known for years, and the committee truly deserved the thanks of all yachtsmen for the manner in which the details were carried out; this club stands in an excellent position, having in James Goodson, Esq., a good working commodore, one who will do honor to the station, and benefit the club materially.

The day's sports were wound up by a dinner at the Pier Hotel, at

which the Commodore presided, supported by Mr. A. Arcedeckne, Mr. Shaw (one of the directors of the Great Eastern Railway), Mr. P. Bruff (the Mayor of Harwich), Mr. Harrison, Mr. C. S. Owen, (secretary of the Royal Harwich), Capt. Bingham (16th Lancers), &c.—The Chairman, in proposing the toast of the evening, "Prosperity to the Royal Harwich Yacht Club," said it was never in so good a condition as at the present time, and he intended, for his own part, to encourage it in every way he could. Mr. Goodson's own health having been very enthusiastically received, the hon. gentleman—next year we shall probably have to promote him to the dignity of "hon. member," as his candidature for Great Yarmouth seems exceedingly hopeful—gave the "Royal Yacht Clubs of England," associating with the toast the name of Mr. Arcedeckne, who, he said, had not only promoted the Ocean Match, but had acted most handsomely to the Harwich Club that day. Mr. Goodson also associated with the toast the name of Mr. Harrison, Commodore of the Prince of Wales, and also a flag officer of the Royal London. Mr. Goodson added that it was a great honor to the Harwich Yacht Club to have such eminent yachtsmen present that evening.—Mr. Arcedeckne responded in his usual piquant fashion, assuring the meeting that as long as the Royal Harwich Yacht Club stuck together he would stick to it.—Mr. Harrison also replied, and remarking that Harwich had one of the finest harbours in the world, said he should always be happy to come to the port whenever he might be invited to visit it. "Prosperity to the Great Eastern Railway Company." "The Donors to the Regatta Fund," and some other complimentary toasts followed, and a very pleasurable evening was spent.

WALTON-ON-THE-NAZE REGATTA.

THIS regatta, a continuation of the great gathering at Harwich on the preceding day, took place on Thursday, July 14. The weather was beautifully fine, and a large number of visitors were attracted to Walton; but there was rather a provoking absence of wind, which deprived the various sailing matches of very much of their interest.

The first contest was between yachts of any rig of 15 tons and upwards, belonging to a royal yacht club, and the prizes were a silver claret jug of the value of 25 guineas for the first yacht, and a purse of £10 10s. for the second. The entries were the Surf, 54 tons, Mr. G. Harrison; and the Glance, 35 tons, Mr. G. W. Charlwood. A third

yacht also started to make up the match; but did not continue the competition. The Surf took and maintained the lead, and had an advantage of 5m. 30s. on the completion of the first round, while the match closed as follows:—

	h. m. s.		h. m. s.
Surf	5 49 40	Glance	5 57 15

The Surf having 9½m. to allow the Glance, consequently lost the prize by 1m. 55s. Moreover, a protest was entered by the owner of the Glance that the Surf had sailed on the wrong side of one of the mark buoys, and on the matter being investigated by the committee, the first prize was awarded to Glance. The course, it should have been stated, was from between buoys laid down to the northward round the stone beach buoys, southward round flagboat at sea abreast of Walton, westward round flag abreast of Trinton Church, leaving all on the starboard hand, thence outside the committee vessel, and between it and a buoy with white flag.

The second match was for a piece of plate of the value of £15 15s., presented by members of the Royal Harwich Yacht Club, and was sailed for by yachts under 15 tons, belonging to a royal yacht club. The entries were the Dione, 12 tons, Mr. T. Field; the Dudu, 15 tons, Messrs. Baldock and Rudge; and the Satanella, 18 tons, Mr. P. Bennet, jun. This time fortune again declared in favour of the Dudu, which was first away, and maintained the lead, with Satanella a good second, the match closing as follows:—

	h. m. s.		h. m. s.		h. m. s.
Dudu	6 15 8	Satanella..	6 18 30	Dione	6 24 15

The course was the same as in the first match, except towards the close, when the yachts passed between the committee vessel and the jetty, instead of outside the committee vessel and between it and a buoy with a white flag. We ought perhaps to offer an apology for the brevity of the details which we have given of these two matches, but when the lightness of the wind and the general tameness of the affair are taken into consideration, we shall probably be wholly absolved. Moreover, it must be remembered that in the Ocean Match of Saturday, the Ipswich Regatta of Monday, and the Harwich Regatta of Wednesday, we have been chronicling the performances of the same yachts. The "Eastern Coast Regattas," as they are somewhat ambitiously termed, in forgetfulness of the coming meeting at Great Yarmouth and Lowestoft, closed at Walton. The owner of Glance may carry away with him pleasing recollections of the singular success which throughout crowned his efforts, while Mr. Harrison, with victory alway apparently

within his reach, saw it on each occasion wrested from him by a strange concurrence of adverse circumstances. In this and all her other matches last week the *Glance* was sailed by her Captain, J. Hutchinson of Erith.

With regard to the remaining events on the Walton programme, we may observe that a purse of £15 15s. was presented by Mr. A. Brett, to be sailed for dredging and fishing boats belonging to the port of Harwich, and not exceeding 15 tons. The competitors were the same as on the preceding day at Harwich, viz., the *Paragon*, H. Bacon; the *Oakley Lass*, J. Hubbard; and the *Emily*, E. Shrubsall. The result was again the same, the *Paragon* winning the first prize, £8 10s., while the *Oakley Lass* took the second prize of £5, and the *Emily* the third prize of £2 5s. There were also several rowing matches; the principal one was between four-oared boats belonging to Walton, not exceeding 26ft. in length, and built for sailing and rowing. The first prize of £2 was won by the *Clifton*, the second of £1 by the *Prince of Wales*, and the third of 10s. by the *Annie*. In a match between local coast guard boats, the prizes were shared between the *Harwich* and *Walton* "preventatives."

Dinner at the *Clifton* closed the day. Walton is a rising watering place, and next year, when it is brought into connection with the Great Eastern system, it will doubtless take a better position in the pleasure-seeking, and, what is more to our present purpose, the yachting world.

ROYAL CORK YACHT CLUB REGATTA.

WE do not remember to have seen the town and harbour of Queenstown on the occasion of a regatta look so gay as they did on Tuesday, July 19th. The town lay burning in the sun, and the waters of the harbour reflecting the glorious orb, might be taken for an undulating sea that bore upon its bosom myriads of little silver shields; a sky of almost Italian purity, scarce blotted with a cloud, an atmosphere of higher temperature than we are wont to breathe in the sunny south of Ireland, and a gaiety and lightness observable in the costume of almost every class, were calculated to give to Queenstown the appearance of some port in the South of France on a day when its lively inhabitants were bent upon enjoyment. If no regatta was announced to take place, if the finest fleet of yachts ever perhaps anchored in any Irish port was not to be seen, if the best instrumental music procurable in this island was not there to be heard, yet the luxury that may be derived

from such a day, spent at such a place, might be a sufficient inducement to draw crowds from the dry and dusty city to realise the magnificence of all excelling nature, displayed upon that grand harbour, which for recreation is unrivalled in the facilities it affords, for commercial purposes unequalled in the advantages it possesses, and which for the conservation of national and imperial interests may be made a tower of strength. But when, in addition to the natural attractions of the place, and the propitious weather that made them more attractive, it is considered what an admirable programme of aquatic sports was submitted to the public by the Royal Cork Yacht Club, and what material with respect to yachts there was for working that programme satisfactorily out, it will not be wondered at that train and steamer—steamer and train—as they arrived in succession, brought hundreds upon hundreds to join in the annual Queenstown Carnival. As we stated, the fleet of yachts was perhaps the largest, and composed of the finest vessels that ever were anchored in an Irish port, and if anyone doubt it, let him read the following list, and be convinced of the fact:—

Flirt, schooner, 155 tons, Lord Westbury; Albertine, schooner, 156 tons, Lord Londesborough; Mirage, schooner, 167 tons, P. C. Lovett; Georgiana, schooner, 109 tons, Capt. S. Barry; Sappho, schooner, 104 tons, Capt. Meek; Mona, schooner, 96 tons, J. F. Buller; Gannett, schooner, 90 tons, H. G. Hopkins; Maria, schooner, 84 tons, C. Birch; Madcap, schooner, 74 tons, J. Dunbar; Gertrude, schooner, 70 tons, M. Hayes; Irene, schooner, 56 tons, Rev. J. Penrose; Mystery, steamer, 60 tons, W. D. Seymour; Empress, steamer, 50 tons, R. D. Kane; Spell, yawl, 61 tons, T. G. French; Minna, yawl, 30 tons, D. M'Iver; Astarte, cutter, 75 tons, T. Seddon; Rosina, cutter, 63 tons, Sir John Arnott; Osprey, cutter, 59 tons, T. S. Stanley; Mosquito, cutter, 59 tons, T. Houldsworth; Cymba, cutter, 54 tons, E. Burke; Alerts, cutter, 56 tons, J. Sladen; Banshee, cutter, 54 tons, J. Jones, junr.; Avalanche, cutter, 50 tons, J. Wheeler; Heroine, cutter, 45 tons, J. C. Atkins; Vindex, cutter, 45 tons, A. Duncan; Querida, cutter, 41 tons, J. G. Daunt; Avoca, cutter, 40 tons, H. H. O'Bryen; Aileen, cutter, 40 tons, J. Lambkin; Nautilus, cutter, 39 tons, H. Hardy; Thought, cutter, 27 tons, J. Jones, junr.; Merlin, cutter, 26 tons, Lord Hastings; Emetic, cutter, 26 tons, Capt. Beamish; Fawn, cutter, 26 tons, Capt. Hodder; Hebe, cutter, 20 tons, A. Savage; Rosalie, cutter, 20 tons, S. Perrott; Æone, cutter, 15 tons, J. Corbett; Fawn, cutter, 14 tons, F. E. Holmes; Bijou, cutter, 11 tons, R. D. Kane; Frisk, cutter, 14 tons, W. Cottrell; Fairy, cutter, 12 tons, Capt. Longfield; Zuffa, cutter, 10 tons, A. Hargrave; Uriel, cutter, 10 tons, Major Longfield; Maydy,

cutter, 9 tons, W. Penrose; Minos, screw steamer, 93 tons, C. Smith; Storm, cutter, 35 tons, J. Graham; Secret, cutter, 33 tons, T. D. Keogh; Sappho, cutter, 16 tons, J. Pim; Phryne, cutter, 55 tons, T. Seddon; L'Eclair, cutter, 32 tons, J. Townsend; Antelope, 27 tons, J. H. Swanton; Mystery, cutter, 27 tons, J. Hurley.

As usual on regatta days, the men-of-war and gunboats were gaily dressed with flags; and on this occasion the Royal George, which arrived from Kingstown on Monday evening previous, and anchored in the Man-of-War Roads, formed an excellent addition to the display of the government ships. There were, however, some features of novelty on the day as regards the craft that were at anchor in the harbour. The splendid transports, Calcutta, Atalanta, and St. Lawrence exhibited their bunting, and the two blockade runners Hope and Ella, beautifully built steamers, and said to be of immense power, boldly hoisted the flag of the Confederate States of America from their respective foremasts, and kept them flying until their departure for Nassau, about four o'clock. To add to the animation of the scene several steam yachts cruised about the harbour, and Rear-Admiral Sir L. T. Jones went on board the gunboat Sandfly, with a distinguished party, and proceeded out of the harbour to view the yacht races. The club quay was enclosed, and the promenade was largely and fashionably attended. The band of the constabulary force, under the leadership of Mr. H. Hardy, performed a selection of music at intervals during the day. The constabulary band has been a good deal talked of as being an excellent one, and from what we heard of their performance, we can say the praise afforded them is not undeserved. Mrs. Fitzgerald of Bridge Street presided at a refreshment stall on the Promenade Quay, and the ices, iced beverages and sundry other deliciously cooling and refreshing little matters she dispensed, were largely availed of by scorched and thirsty customers.

The Stewards were W. B. Hoare, Esq., Lieut. W. L. Tooker, R.N.R., J. Kendrick, E. Burke, R. Connor, and S. French, Esqrs. These gentlemen, as well as A. H. Allen, Esq., Hon. Sec., and G. Armstrong, Esq., Secretary, were most assiduous in the discharge of their not very easy duties, and most obliging in affording information with respect to the various events of the day. On board H.M.S., Hastings the admiral entertained a select party of 180, when he returned from seeing the yacht race. The band of the Royal Cork City Artillery Militia was on board, and after dinner the company enjoyed themselves at the dance until the time for the departure of the special train for Cork had arrived. There were no tents erected near the town as in former years, and

everything passed off with the greatest order. The gunboat *Highlander* was moored opposite the club house for the use of the committee.

The first race was for open vessels employed in fishing, exceeding 15 tons; first boat £7, second £3. Course from the R.C.Y.C. Battery, round the Spit Light, thence out to sea, round three flag-boats, one moored off Poor Head, another south of the harbour, and the third near Ringabella Bay, thence into the harbour, round the Bar Rock Buoy, again to sea, over the same course, returning by the Spit Light, and finishing abreast of the battery; about forty miles. The *Catherine*, 18 tons, M. Fitzgerald; *St. John*, 18 tons, and *The Brothers*, 18 tons, R. Fitzgerald started, and kept pretty well together, the *Catherine* winning, with *St. John* second.

The next race was for the 60 sov. prize, for yachts exceeding 40 tons, open to all yachts the property of members of Royal Yacht Clubs and the New York Yacht Club (time race, half rate Ackers' scale, and below that half a minute per ton); same course as in first race. The following started:—

Numbered as in Hunt's Universal Yacht List for 1864.

No	Names of Yachts.	Rig	Tons	Owners.	Builders.
1359	Vindex	cutter	45	A. Duncan, Esq.	Millwall I. Co.
18	Alerte	cutter	56	J. Sladen, Esq.	Ratsey
768	Mosquito	cutter	59	T. Houldsworth, Esq.	Mare & Co.
839	Osprey	cutter	63	F. S. Stanley, Esq.	White
92	Banshee	cutter	54	J. Jones, junr., Esq.	Owner
879	Phryne	cutter	55	T. Seddon, Esq.	Hatcher

A good start was effected at 12h. 7m., all the contending craft getting under way immediately after the gun was fired. The *Banshee* which occupied the position most inshore, was the first to lead off, and made a fine run to windward, quickly followed by the *Osprey*, after which came the *Vindex*, *Alerte*, *Phryne* and *Mosquito*. On the scud down to the Spit the *Osprey* ran up close to the *Banshee*; but the latter still held the lead, and was first to round the Spit, dashing away in as splendid style as the moderate wind would allow her. In the meantime the *Mosquito* had overhauled the *Phryne* before reaching the Spit, and in the order in which they started, with the exception of the last place, which the *Phryne* now occupied, all the six gay and gallant little vessels stood away past the Spit into the Man-of-War Roads, distances between each being about equal. Passing through the Man-of-War Roads the *Osprey* was observed to go well to windward of the *Banshee*; but the latter ran beautifully up to her and resumed the lead. The yachts were now sailing in the following order,—*Banshee* leading well,

followed by Osprey, Vindex, Alerte, Mosquito and Phryne, Alerte and Mosquito being close together. In this way they went out of the harbour, and passing the Eastern flag-boat the Osprey was first, Mosquito Phryne, Alerte and Vindex following, the two first close together, and the others about thirty yards apart. Previously to the boats passing the eastern flagboat the Banshee was leading by about two minutes; but when approaching the flagboat her mast smashed across, and she of course fell out of the race. It is strange that in the maiden race of this yacht she was dismasted at Sheerness. The wind, which was from the S.S.E., in the morning and very light in the harbour, now came from the S.W., and freshened outside the harbour's mouth. The yachts passed the western flagboat in the following order:—Mosquito, Osprey, Phryne, Alerte, Vindex, the last two being a mile astern of the others. They entered the harbour pretty much in the same way, and rounded the Bar Rock Buoy as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Mosquito	2	35	15	Phryne	2	37	31	Vindex	2	40	15
Osprey	2	36	19	Alerte	2	40	9				

All through the second round of the course there was not much change in the position of any of the yachts, with the exception of the Vindex, which carried away her topmast stay. On the final run the yachts arrived opposite the quay as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Mosquito	4	53	37	Phryne	4	48	22	Vindex	5	7	39
Osprey	4	55	24	Alerte	5	2	29				

The Mosquito was thus the winner of the race with time to spare.

The second race was for a prize of 40 sovs., for yachts exceeding 15 and not exceeding 40 tons. The following started:—

Numbered as in Hunt's Universal Yacht List for 1864.

No	Names of Yachts	Rig	Tons	Owners	Builders
1042	Secret	cutter	33	T. D. Keogh, Esq.	Wanhill
760	Minna	cutter	30	D. M'Iver, Esq.	Canada Wks.
1287	Thought	cutter	27	J. Jones, jun., Esq.	Hatcher
84	Avoca	cutter	39	H. H. O'Bryen, Esq.	W heeler

The boats started at 1h. 35m. The course the same as for the last run, and a beautiful start was effected. The Thought took the lead, but the Avoca soon began to overhaul her, the Secret being third and the Minna last. On nearing the Man-of-War Roads, the Secret got to windward of the Thought and passed her, the Avoca holding a splendid wind. The boats passed the eastern flag-boat as follows:—Thought, Avoca, Secret, and Minna. After a very well-contested race they came in as follows:—

	h. m. s.		h. m. s.		h. m. s.
Avoca	6 28 45	Secret	6 42 52	Minna	6 45 48
Thought	6 33 38				

The Avoca which had carried away her topmast, won the race by 43 seconds. Several rowing matches concluded the day's amusement.

Second Day.—The morning was gloomy, and there was every appearance about the sky that warned seekers of out-of-door amusements to prepare for rain. For yachting purposes, however, the weather was more favourable than on the first day of the regatta. The wind came fresh from the south-west, and was pretty stiff outside the harbour, just enough to allow the vessels the use of their sails, and not a stitch more. The attendance was quite as numerous as on previous day, the promenade on the club quay being densely crowded, and the town full of visitors in every part. The shopkeepers in the refreshment line did a rattling trade, and the two railway companies and the River Steamers' Company reaped abundantly from the general movement to Queens-town.

The first race on the programme for the day was one for pilot vessels belonging to Cork Harbour, for a prize of 15 sovs. There were no entries.

The second race was for a prize of 100 sovs., open to yachts of all classes, belonging to members of Royal Yacht Clubs, and the New York Yacht Club (time race, half Ackers' scale, and below that half minute per ton.) Course as on Tuesday. The following vessels entered:—

Numbered as in Hunt's Universal Yacht List for 1864.

No.	Names of Yachts.	Rig.	Ton.	Owners.	Builders.
1042	Secret	cutter	33	T. D. Keogh, Esq.	Wanhill
18	Alerte	cutter	56	J. Sladen, Esq.	Ratsey
768	Mosquito	cutter	59	T. Houldsworth, Esq.	Mare & Co.
839	Osprey	cutter	59	F. S. Stanley, Esq.	White
1287	Thought	cutter	27	J. Jones, Esq.	Hatcher
69	Astarte	cutter	73	T. Seddon, Esq.	Day & Co.
1359	Vindex	cutter	45	A. Duncan, Esq.	Millwall I. Co.

At half-past eleven the start was effected. The Alerte, which was in-shore, went away with the lead, followed immediately after by the Astarte and Osprey, which ran close together for about a mile, when they passed the Alerte, and stood down towards the Spit Light. The Vindex, which on starting occupied the southernmost position, or that most to the windward, with the Mosquito on her lee-quarter, when falling off at the signal gun got foul of the screw steam yacht, Mimos, 93 tons, C. Smith, Esq., which was then coming up, the steamer carry-

ing away the bowsprit of the Vindex, which occasioned so great a strain on the rigging that it hauled down the topmast. The Mosquito, which was on the quarter of the Vindex, was shut up by this accident, and lost three minutes before she could get fairly on her course. The Vindex fell, of course, out of the race. The Astarte was the first to round the Spit Light, and went away with a good lead, the Osprey being second, and Alerte third. The Alerte soon made a long reach away to leeward, and on coming up on the starboard tack, weathered the Osprey, and took second place, which she held for a minute or two. The Osprey immediately answered the challenge, ran up in splendid style, and quickly resumed her second position. The Astarte still kept the lead, and in that order the yachts sailed out of the harbour, the Secret being fourth, and the Mosquito, which lost so much time by the fouling, last. After passing Spike Point, however, the latter overhauled the Secret, and took fourth place. Outside the harbour the wind was pretty fresh (S.W.), and the pace of the vessels was exceedingly rapid. On passing Roche's Point, on the run in, at one o'clock, the Astarte was still leading about a mile, with Mosquito second, Osprey third, Alerte fourth, and Secret last. They rounded the Bar Rock Buoy as follows :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Astarte	1	17	10	Osprey	1	27	25	Secret	1	33	12
Mosquito.....	1	21	50	Alerte	1	30	0				

Passing out of the harbour on the second course at 2h. 5m. p.m. the Astarte was still leading about a mile, the Mosquito second, Alerte and Osprey close together, and the Secret a long way astern. On the run home at 3h. 9m. p.m. the Astarte gained considerably upon the Mosquito, and in their relative positions the yachts came in to the Battery, where they were timed as follows :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Astarte	3	24	31	Alerte	3	56	13	Secret	4	4	0
Mosquito	3	34	12	Osprey	3	58	57				

The race was not by any means a closely-contested one. The Astarte was the only boat that carried all her canvas throughout the run. The Mosquito had to lower her gaff-topsail when approaching the western flagboat, having a breeze right in her teeth, but soon hoisted it again. The Astarte made a fine reach up to the Spit Light, and won the race easily.

The Schooner Race for 50 sovs., with 25 sovs. added, did not fill.

The next race was for yachts not exceeding 15 tons, prize 15 sovs. The following boats started :—

Numbered as in Hunt's Universal Yacht List for 1864.

No	Names of Yachts	Rig	Ton	Owners	Builders
124	Bijou	cutter	12	R. D. Kane, Esq.	Wanhill
	Surprise	cutter	9½	T. P. Stammers, Esq.	
394	Fawn	cutter	14	F. E. Holmes, Esq.	Atkinson
6	Æone	cutter	15	J. Corbett, Esq.	Hennessy
1039	Uriel	cutter	15	Major Longfield	Atkinson

All started beautifully, the Surprise going off with the lead, but made an extraordinary reach towards the Spitbank. It was stated she would not answer her helm, and, consequently, went on the mud, over which she skimmed for a considerable distance and then gave up the race. The Bijou got foul of a hooker, which much delayed her. The race was fairly contested, and the boats came in as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.		
Æone.....	4	26	45	|	Fawn.....	4	29	19	|	Uriel	4	34	36

After which some very excellent rowing matches took place.

In the evening the ball at the Queen's Head Assembly Rooms was numerously and fashionably attended.

KINSALE REGATTA.

THE old-fashioned and foreign-looking town of Kinsale was early astir on Friday morning, July 22nd, and the pretty little harbour reflected the most brilliant colours from the holiday bunting of the several yachts assembled for the regatta, which were profusely decorated in honour of the occasion. Amongst those present were Querida, schooner, 41 tons, J. G. Daunt, flagship; Georgiana, schooner, 109 tons, Captain Smith Barry; Madcap, schooner, 71 tons, J. S. A. Dunbar; Cymba, 54 tons, E. Burke; Secret, 33 tons, T. D. Keogh; L'Eclair, 32 tons, J. H. Townsend; Mosquito, 59 tons, T. Houldsworth; Vindex, 45 tons, A. Duncan; Astarte, 73 tons, T. Seddon; Mystery 27 tons, J. Hurley; Storm, 35 tons, J. Graham; Snipe, yawl, 39 tons, Major Bourne; Bijou, cutter, 12 tons, T. Kane; Mystery, screw steam yacht, 50 tons, Captain W. D. Seymour; Ænone, 15 tons, J. Corbet; Fawn, 14 tons, F. E. Holmes, with several others, which our space does not admit of enumerating. The morning was lowering, and with every appearance of southerly winds and rain; Admiral Fitzroy's storm cone, with the apex downwards, having given warning on the previous evening at Queenstown, that such might be expected; however, upon this occasion,

the weather changed its mind, and about eleven o'clock the sun shone forth gloriously, with a fine, fresh breeze at from W.N.W. to N.W. Spectators assembled in considerable numbers on both sides of the harbour and on the town quays, and the railway continued throughout the day to bring numerous parties from Cork. A military band performed on the reserved promenade, but we presume the three days' regatta at Cork had proved sufficient for many, as the attendance was not so crowded as upon previous occasions. The first race was for the Colthurst prize of 52 guineas, with 10 sovs., added for the second vessel, open to yachts belonging to members of royal yacht clubs, a time race, half Ackers' scale. Course, from mooring buoys in the harbour, out round the Bulman Buoy, leaving it on the port hand, thence round the Sovereigns Island, leaving it on the starboard hand, out to a flagboat moored five miles S.S.W. of the Old Head of Kinsale, back round the Sovereigns Island and Bulman Buoy, and winning between the flagship, the Querida, schooner, and the shore. For this the following vessels took their stations :—

Numbered as in Hunt's Universal Yacht List for 1864.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders
69	Astarte	cutter	73	T. Seddon, Esq.	Day & Co.
1359	Vindex	cutter	45	A. Duncan, Esq.	Millwall I. Co.
768	Mosquito	cutter	59	T. Houldsworth, Esq.	Mare & Co.

The Mosquito and Vindex swung with their heads down the harbour, but the Astarte held on by her bowfast, probably doubting the strength of the quarter-spring to hold her in the strong north-westerly puffs. The vessels had jib-headed topsails set, and balloon foresails, with their lower canvas. At 11h. 30m., the starting gun was fired. The Mosquito went away with a splendid lead, being all alive in a moment. The Vindex was also away very smartly, but the Astarte, in veering with her head towards the land, had to hold on by her quarter-spring for fear of running ashore. She was so hampered by this, that notwithstanding the utmost exertions of her fine crew, she was not able to get under weigh for 8m. 15s., after the other vessels had started. It was a reaching wind down the harbour, the Mosquito rattling along merrily, and the Vindex holding her own well ; when the Astarte did get clear she came down the harbour at a rare pace. The Bulman Buoy was rounded thus :—

	h. m. s.		h. m. s.		h. m. s.
Mosquito	12 5 40	Vindex	12 6 55	Astarte.....	12 15 25

All jibed their booms to starboard, and it was a run dead before the north-west wind for the Sovereigns. The Vindex gained slightly on the Mosquito, and the Sovereigns were rounded the first time in the following order :—

	h. m. s.		h. m. s.		h. m. s.
Mosquito	12 18 30	Vindex	12 19 30	Astarte	12 28 40

The vessels just lay close hauled for the Old Head, on the look out for the wind breaking them off as they drew up with it. A very heavy head sea was now experienced, which increased gradually as they opened the land, and the wind headed them. At 12h. 25m., a shark made its appearance to leeward of the fleet, but although it was Friday he seemed not to like the look of things, and soon took himself off. The Vindex held a fine wind coming out, and began to draw on the Mosquito's weather quarter. The latter hauled down her topsail and housed topmasts. At 12h. 40m., the wind veered more westerly. and the Mosquito just lay with the Old Head Lighthouse in her weather rigging, the Vindex nearly a point higher and the Astarte the same course as the Mosquito. At 12h. 50m., the Vindex hauled down her square, and set a jib-headed topsail ; and the Mosquito astonished all who had ever seen her sail by the style in which she went out against the heavy head sea. She now drew rapidly ahead of the Vindex, and the power and weight of the Astarte beginning to tell she overhauled both vessels very fast, carrying a square-headed gaff-topsail. As soon as the Vindex's crew got settled down after shifting her topsail she again began to draw upon the Mosquito ; the flag-boat was made out on the lee bow, and they were all enabled to check their sheets a little. It was a splendid sight as the three vessels drew up to the flagboat each beautifully handled in the long Atlantic roll, the Astarte pressing the Vindex for the boat, and the Mosquito still retaining a good lead. There was much broken water at the flagboat, and it required very nice and steady seamanship to escape having their decks swept. All, however, rounded in safely in the following order and times :—

	h. m. s.		h. m. s.		h. m. s.
Mosquito	1 24 15	Vindex	1 28 0	Astarte.....	1 29 0

They had the wind abeam back to the Sovereigns, with a heavy quarterly roll of broken sea, giving the helmsmen all their work to do to keep the vessels steady. At 1h. 49m., the Astarte ran up on the weather quarter of the Vindex, when the latter, to escape being covered, luffed, and stopped her ; the Astarte, however, would not be denied, and again made a rush to force a passage to windward. This time the Vindex put her helm up and run from under her lee, taking a clear

berth to leeward, and the *Astarte* under her lee, taking a clear berth to leeward, and the *Astarte* went into second place. At 1h. 50m., just abreast of the Old Head, the wind lightened with the *Mosquito*, and the *Astarte* came up with her, hand over hand, with the *Vindex* on their lee beams; again, however, the *Mosquito* got the breeze, and a great struggle ensued between her and the *Astarte* for the last rounding of the Sovereigns—all hands at the water engines wetting canvas. As they closed up with the islands the *Astarte*'s bowsprit was close to the *Mosquito*'s taffrail, her helmsman watching like a hawk for a chance to make a burst out to windward to cover the *Mosquito*; but the wary helmsman of the latter was up to every motion, and stopped every attempt to do so cleverly; and the Sovereigns were rounded the second time in the following order:—

	h. m. s.		h. m. s.		h. m. s.
<i>Mosquito</i>	2 23 30	<i>Astarte</i>	2 23 40	<i>Vindex</i>	2 26 30

It was a dead turn to windward to leave the Bulman Buoy on the starboard hand; the *Astarte* luffed sharp up on the *Mosquito*'s weather quarter to wind and cover her, but it proved too fine, and the latter drew away from her again; the *Vindex* now looked particularly dangerous on her allowance of time, having 1m. 17½s., to spare on *Mosquito*, but just at this moment her bobstay gave up, and the good little ship's chance was completely destroyed; the standing part of the stay had burst close to the stem, and left no means of securing it even for the short beat home, and she had to sail the remainder of the match with her jib all in a bight. The vessels stood over to the mainland from the Sovereigns on the port tack, the *Mosquito* just in the headway of the *Astarte*. At 2h. 28m., she tacked to port, followed in a half a minute by the *Astarte*; but the latter was very slow in stays, and the *Mosquito* went away from her wonderfully in this tack. In two and a half minutes, the *Vindex* tacked after them, and both she and the *Astarte* lay up on the starboard tack to weather the Bulman; but the *Mosquito*'s helmsman, observing a stronger wind in shore, made a short tack for the mainland, and when she went about again was well to windward of both, and head-reaching them fast, and the Bulman Buoy was rounded for the last time as follows:—

	h. m. s.		h. m. s.		h. m. s.
<i>Mosquito</i>	2 52 0	<i>Astarte</i>	2 54 40	<i>Vindex</i>	2 59 0

Any money now on the *Mosquito*, for unless the wind fell calm in the harbour and allowed the *Vindex* to run up on her she had the race in hand. The vessels were enabled to lay well up the harbour on the port tack, with the sheets off until above Charlesfort, when it was brace

sharp up, and a tack to port to pass between the flagship and a flag-staff on the shore. The following were the official times :—

	h. m. s.		h. m. s.		h. m. s.
Mosquito.....	3 11 25	Astarte	3 13 0	Vindex	3 18 0

The Mosquito having to receive from the Astarte 3m. 28s., and being in 1m. 35s., ahead, thus defeated her by 5m.; and having to allow the Vindex 4m. 17½s., and being in 6m. 35s., ahead of her defeated her by 2m. 17½s. The Vindex having to receive 7m. 42½s., from Astarte, and being in 5m. astern of her, won the second prize of £10 by 2m. 42s.

This was, if we mistake not, the first match ever sailed by first-class cutters in which all the competitors were built of iron, so that Kinsale has the honour of inaugurating the iron age of cutter sailing. But for the mishap which occurred to the Astarte at starting, and the Vindex by carrying away her bobstay coming home, this would have been one of the closest matches on record between heavy, medium, and light weight cutters.

The second match was for a purse of 20 sovs., for which the following vessels started ; time allowance half a minute per ton :—

Numbered as in Hunt's Universal Yacht List for 1864.

No	Names of Yachts	Rig	Tons	Owners	Builders
6	Ænone	cutter	15	J. Corbet, Esq.	Heneasy
394	Fawn	cutter	14	F. E. Holmes, Esq.	Atkinson
124	Bijou	cutter	11	T. Kane, Esq.	Wanhill

The starting gun was fired about half-past twelve o'clock, when the Bijou led out, followed by the Fawn and Ænone. As usual between these little clippers, a hard-fought contest ensued, the course being the short one, round the Sovereigns and into the harbour, out again and home. The Ænone and Fawn, however, eventually went to the front, and after a close struggle between the two, the Bijou having fallen considerably astern, owing to but very indifferent steering, the following were the times at the flagship :—

	h. m. s.		h. m. s.		h. m. s.
Ænone.....	4 10 4	Fawn	4 11 30	Bijou	4 18 30

Several rowing matches ensued between local boats, which afforded much amusement to the spectators on shore, and a ball in the evening wound up the regatta of 1864.

The beautiful scenery about the harbour and the quaint old-fashioned appearance of the town excited much admiration amongst the English

and Scottish visitors at the regatta. The members of the sailing committee, with Mr. J. G. Daunt, Commodore of the day, were remarkably courteous and attentive, and anxious in every way to promote the success of the meeting. Few outport stations have had the same attendance of racing clippers as Kinsale, owing to the judicious arrangement of having the meeting to follow that of the Royal Cork at Queenstown.

ROYAL YORKSHIRE YACHT CLUB REGATTA.

THE annual gathering on the Humber on July 20th and 21st., was numerous, and piers, quays, and every available spot was occupied by anxious spectators. They were not disappointed in the weather for it was delightful, but alas, that one power requisite for the real enjoyment of a regatta was absent—wind. This prevented the Albertine schooner, Amazon cutter, and Sapphire cutter from arriving in time to take part in the grand match in which they were entered.

The first prize offered was a splendid prize of plate of the value of 60 guineas, for vessels of 15 tons and upwards, with 10 guineas for second vessel, provided four start.

The second prize was a piece of plate of the value of 20 guineas, with 6 guineas added, for vessels not exceeding 15 tons. These prizes brought the following to the start:—

Numbered as in Hunt's Universal Yacht List for 1864.

No.	Names of Yachts.	Rig.	Ton.	Owners.	Builders.
FOR 60GA. PRIZE					
85	Azalea	schooner	34	E. Wilkinson, Esq.	Fife McCann & Co.
	Cemulus	cutter	23	Capt. Cator, R.N.	
185	Cinderella	cutter	15	G. N. Duck, Esq.	
93	Banshee	yawl	29	E. Squires, Esq.	
FOR 20GA. PRIZE					
	Pearl	cutter	10	F. Hoare, Esq.	Marshall Duck
1047	Shamrock	cutter	11	Capt. Cator, R.N.	
675	Lurline	cutter	11	T. Backhouse, Esq.	

The course for all the yachts was down the Humber, round the Bull floating light, leaving it on the starboard hand, and back, passing between a buoy moored off the east pier of the Humber Dock Basin, the ships' track to be kept, but no notice to be taken of the middle buoys, of which the Bull was to be considered one. The yachts in the two matches started together, and were mixed up so with each other that

we may, perhaps, be pardoned for describing both in one breath, although at the risk of some possible error.

Shortly after ten o'clock a.m., a gun having been fired from H.M.S. Dauntless as a signal, the vessels got under weigh, when an excellent start was made, Cinderella taking the lead, closely followed by the Banshee. The Hebbles floating light was passed in the following order:—Cinderella first, Banshee second, Cœmus third, and Azalea fourth. At this point the Pearl took a slight lead, which she kept nearly to Paull, when the Shamrock got to windward of her, and abreast of the lighthouse the position of the yachts was the Shamrock first, Pearl second, and Lurline third. About this time the wind failed; the yachts therefore tacked for the Lincolnshire coast, where a breeze had sprung from the south and east, and they once more obtained a little way. The Killingholme Lighthouses were reached about half-past eleven o'clock. The Cinderella had then the lead, being about 200 or 300 yards ahead of the Banshee, where the other yachts which had started for the first prize may be said to have been out of the race. In order to show how unevenly the light breeze blew, we may state that when off Killingholme the Cinderella was quite becalmed, whilst the sails of the Banshee and the Shamrock were tolerably filled, the first-named vessel being within a few yards from where the breeze swept past. The consequence was that the Cinderella remained almost motionless, whilst the Banshee and the Shamrock shot ahead, overhauled her, and soon left her a long way in the distance. In the same manner the Azalea, which had lost ground until she became the sternmost yacht, caught the breeze, while the sails of the Pearl were flapping idly in the wind. Evidently the crew of the Cinderella were annoyed at being thus beaten, for they hauled down the jib with which they had started and hoisted in its place a very large balloon jib. Next came down the small topsail, which was gradually replaced by a larger one. During the time this was being executed the Shamrock gradually gained on the Banshee, and before reaching Grimsby she had taken up the leading position. When off this port all the vessels stood over for the Yorkshire coast, the Shamrock still leading, Banshee second, and Cinderella third; the rest were a long distance astern. Before Spurn Point had been gained, a full breeze sprung up, and the leading vessels soon changed their relative positions. Cinderella began to show her sailing powers, and in a very short time overhauled the Banshee, leaving her far astern. In like manner the Shamrock was passed, and in this order they kept up to the Bull float. Owing to the exceedingly light breeze the distance was not reached

until five hours had elapsed; and upwards of a nine hours race 'ere it was completed, when the following only were timed at the flagship:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.		
Cinderella	7	8	0	|	Banshee	7	9	0	|	Shamrock	7	16	0

Shortly after the arrival of the Cinderella, it was reported to the committee that she had passed on the wrong side of the elbow buoy at Paull, and on her being moored a protest was lodged against her. It will be seen that the Cinderella had no time allowance to make to the Banshee, but was, on the contrary, herself entitled to an allowance of seven minutes. The committee admitted the validity of the protest, and the 60 guinea prize was accordingly passed to the Banshee.

These were followed by a six-oared match by amateurs.

Lord Londesborough, the respected Commodore of the club, came on board the committee boat off Grimsby, and spent a few hours. Accompanying the yachts down the river were the Venus, screw steam yacht, Mr. J. Bell; the Trinity House yacht Dream; and the Merlin cutter, 9 tons, Mr. C. H. Garthorn.

Second Day.—A prize of the value of 20 guineas for first vessel, (presented by T. Holden, Esq., Deputy Vice-Admiral of the Yorkshire coast), and 5 guineas to the second vessel (presented by B. Jacobs, Esq.) The crews were to be amateurs.

Numbered as in Hunt's Universal Yacht List for 1864.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders
185	Cinderella	cutter	15	G. N. Duck, Esq.	Fife
	Æmulus	cutter	28	Capt Cator, R.N.	
675	Lurline	cutter	11	T. Backhouse, Esq.	Duck
	Pearl	cutter	10	F. Hoare, Esq.	
1047	Shamrock	cutter	12	Capt. Cator, R.N.	Marshall
85	Azalea	schooner	84	E. Wilkinson, Esq.	
93	Banshee	yawl	29	E. Squires, Esq.	McCann & Co.

The weather was clear and bright, and a good breeze blowing. The steamer Liverpool, which had on board a large number of the members of the club, accompanied the yachts on their course, which was down the Humber, taking the usual ship's track round the Bull Floating Light, leaving it on the starboard hand and back, passing between a boat moored off and the east pier of the Humber Dock Basin. Cissy, schooner, 121 tons, F. K. Dumas, Esq., was lying in the river, and the owner accompanied the committee and other gentlemen in the Liverpool.

At 10h. 35m. the yachts got away, the Æmulus with a lead, followed closely by Cinderella, which obtained first place whilst running

down the Humber. On passing the Paul she still lead, the *Azalea* being a short distance astern. Near Killingholme, the yachts were sailing in the following order:—*Cinderella* first, *Azalea* second, *Æmulus* third, *Lurline* fourth, *Pearl* fifth, *Banshee* sixth, and *Shamrock* seventh. The *Azalea* rounded the middle buoy on the Holm Sand very closely, having to shake her sails to weather it. Abreast of Grimsby the *Cinderella* was a mile ahead of the *Azalea*, and the yachts rounded the Bull Floating Light as follows:—

	h. m. s.		h. m. s.		h. m. s.
<i>Cinderella</i>	12 32 25	<i>Shamrock</i> ...	12 43 29	<i>Lurline</i>	12 46 10
<i>Azalea</i>	12 38 40	<i>Banshee</i>	12 44 12	<i>Pearl</i>	12 49 10
<i>Æmulus</i>	12 42 15				

After rounding the Bull Float the *Æmulus* and the *Shamrock* kept well together. The *Banshee* then crept ahead of them, and off Cleethorpe passed the *Azalea*, and took the second place. The *Banshee*, on arriving near Paul, was compelled to put about, and the *Azalea* then again became second. On arriving off the Hebbles Floating Light the *Cinderella* and *Azalea* tacked for the first time during the race, and short tacks were afterwards made by each yacht until the flagship was rounded as follows:—

	h. m. s.		h. m. s.		h. m. s.
<i>Cinderella</i>	3 52 32	<i>Shamrock</i>	4 0 30	<i>Lurline</i>	4 3 28
<i>Azalea</i>	3 55 21	<i>Banshee</i>	4 1 52	<i>Æmulus</i>	4 4 55

The *Cinderella* received first prize, *Azalea* second.

A match took place for a purse of 20 sovs. for fishing vessels under 20 tons, o.m., when the *Rapid* had the lead which she kept till the finish.

Some minor sports followed, and the regatta closed satisfactorily.

CLYDE YACHT CLUB (No. 24.) REGATTA.

"Oh, who can tell? save he whose heart hath tried,
And danced in triumph o'er the waters wide,
The exulting sense—the pulse's maddening play,
That thrills the wanderer of that trackless way?"

Corair.

THE morning of the 22nd of July, opened on the fleet at Blairmore, with unfavourable winds, accompanied by drizzling rain, but as the day advanced the weather cleared up, and the wind veered from South to W. and N.W., although it was variable throughout the day, at times nearly a calm, baffling puffs, and stiff breezes.

The *Valetta*, the splendid screw vessel, belonging to the Hon. G. F.

Boyle, the Commodore of the Club, was generously placed by him at the service of the committee, and in the performance of those duties requisite to bring off a successful regatta, the Hon. gentleman was ably assisted by Vice Commodore J. Eaton Reid, Rear Commodore J. Lockett, jun., Hon. Secretary G. Bell, and other influential gentlemen. The band of H.M.S. Lion discoursed sweet music during the day.

As considerable discussion has lately taken place regarding the respective merits of cutters, yawls and schooners, it may perhaps be useful for future guidance, to refer in a more detailed form to the first match which took place, and which was got up for the purpose of testing the sailing powers of these three classes of vessels. The course was from the Commodore's vessel moored off the Blairmore shore to Shoals Buoy, about four miles, a beam wind all the way, thence to flagboat off Wemyss Bay nine miles, a dead beat, thence to flagboat off Dunoon shore, two miles close hauled, and back to Commodore seven miles a free run, in all about 22 miles exclusive of beating. There was a fresh breeze blowing and all the yachts carried their whole cloth during the greater part of the race. The prize, a purse of 30 sovs., time half a minute per ton, cutters to allow a fourth to schooners and one-eighth to yawls. The following started :—

Numbered as in Hunt's Universal Yacht List for 1864.

No	Names of Yachts	Rig	Ton	Owners	Builders
942	Reverie	schooner	41	F. Powell, Esq.	Steele
639	Lesbia.....	yawl	37	D. J. Penny, Esq.	Wanhill
263	Dawn	cutter	60	M. R. Dalway, Esq.	Fulton
598	Kilmeny	cutter	30	A. Finlay, Esq.	Fife

The Reverie is well known as the smartest schooner on the Clyde, the "Lesbia," is a new vessel and this her maiden race, the Kilmeny is Fife's last edition, and winner of the ocean race from Liverpool to Kingstown, the Dawn is a new boat and this her first race. The above are all splendid vessels and excellent representatives of Scotland, England, and Ireland.

The start took place at 12h. 49m., and all got away within a few seconds of each other with the exception of Reverie, which lost about five minutes by being too far up the Loch, when the starting gun fired. The order in which the three first got away was Lesbia first, Dawn second, Kilmeny third. There was a good breeze from W., and they carried all sail, the Kilmeny having a jib-headed topsail which she hauled down in rounding the Shoals Buoy. The yachts kept the same

order during the first round, which was timed at the different buoys thus :—

	Shoals Bay	Wemyss Bay	Dunoon	Flag Ship
	h. m. s.	h. m. s.	h. m. s.	h. m. s.
Lesbia	1 16 30	3 1 0	3 29 0	4 7 16
Dawn	1 19 0	3 1 30	3 29 20	4 8 58
Kilmeny	1 19 30	3 4 0	3 31 0	4 9 54
Reverie.....	1 25 0	3 9 0	3 37 35	4 18 40

In coming from Dunoon to the flagship, the *Reverie* it will be seen lost way considerably, having carried away her jib-boom, when the balloon was set for the run home, and she retired from the contest. In going for the second round, when nearing the Shoals buoy the *Lesbia* and *Dawn* hauled towards the weather shore before jibing, but the *Kilmeny*, which had now a square-headed topsail set, did not do so, and when she jibed, the topmast buckled so much that the sheet was obliged to be let go, but the spar (which must have been a good one) straightened gradually, and ultimately got all right. While rounding the Shoal Buoy the gaff of the *Lesbia* gave way close to the jaws, but her plucky owner carried on under jib, foresail, and jigger to *Ashton*, where he bore up and returned to the starting place. This circumstance was much to be regretted as she had well held her own from the commencement. The contest now laid between *Dawn* and *Kilmeny* which was well and ably contested, the latter drawing gradually on her opponent, which she ultimately succeeded in overhauling and finally passing the Commodore's flagship thus :—

	h. m. s.		h. m. s.
Kilmeny	7 19 30	Dawn.....	7 24 8

The former winning by nearly five minutes exclusive of the 14 minutes she had to receive from *Dawn*.

The next match was for a purse of 20 sovereigns, open to yachts of 8 tons and under, which was competed for by the following yachts:—

Numbered as in Hunt's Universal Yacht List for 1864.

No	Names of Yachts	Rig	Tons	Owners	Builders
951	Ripple.....	cutter	8	C. Henderson, Esq.	Fife
381	Fairy Queen.....	cutter	8	J. Miller, Esq.	
64	Armada.....	cutter	8	G. Bell, Esq.	Fife
	Waterwitch.....	cutter	8	W. Lewis, Esq.	

A very close start was made at 1h. 33m. 40s., the *Ripple* leading, and gradually drawing ahead followed by *Fairy Queen* and *Armada* nearly beam and beam, whilst the *Waterwitch* was sluggish. After getting

well underway the Armada shook off the Fairy and succeeded in wresting the pride of place from Ripple ; but unfortunately, while Armada was passing the flagship completing the first round, some one on board called out he was to pass the buoy on the port instead of the starboard hand (as laid down in the instructions,) and the yacht was hove up in the wind, and, before the error of the order was explained and she was put on her proper course nearly a minute was lost.

On nearing the goal on the second round the Armada kept too close to the weather shore, and, getting into baffling airs, lost the chance of the race, which up till then she was sure of winning. An excellent contest now took place between the Ripple and Fairy Queen. The former, while standing towards Blairmore to weather the buoy opposite the Commodore, ran among the boats hanging astern of the latter, and carried one away across her bows. It was occupied by a gentleman and a number of boys, who, when the boat got jammed under the yacht's bobstay, were naturally in a very excited state. One of the Ripple's crew got into the boat and tried to get her clear, but for some time unsuccessfully, and when he did do so he hung on the bobstay half under water, and cheered vociferously as the yacht rounded the buoy, closely followed by the Fairy Queen, which, notwithstanding the loss of jib sheets and the boom being broken and temporarily repaired, came in a close second. The following was the time of arrival:—

	h. m. s.		h. m. s.		h. m. s.
Ripple	5 12 35	Fairy Queen ...	5 13 57	Armada	5 17 5

Captain Taylor lodged a protest against the winning vessel on the following grounds:—First, that she had put on board shot ballast previous to the race; second, that he had been retarded whilst rounding in the first course by wrong orders from the flagship. The protest was ultimately disallowed, and the Ripple received the prize.

The match for a purse of 12 sovs. did not come off, the Brunette only entering.

The next race was for a purse of 8 sovs., open to yachts of 4 tons and under.

The following started:—Lightning, 4 tons, William Doig, Esq., Rothesay; Lily, 4 tons, John Ure, Esq., Kilmun; Glide, 4 tons, William Pettigrew, Esq., Gourrock.

The Lightning took the lead, but while passing the Commodore was struck by a squall, when, owing to a heavy press of canvas, the mast-head gave way, and she was obliged to abandon the race. The disaster happened very fortunately, as she was on her beam ends and rapidly filling. The Lily mistook the starting signal and set off without

rounding the Commodore's stern like the other vessels, and thus got a considerable distance ahead, but came back, and, notwithstanding this disadvantage, and the breaking of her boom at the crutch during the race, came in a winner, thus:—Lily 5h. 54m. 40s., Glide 5h. 55m. 28s. The Glide was supposed to have lost the race through carrying a balloon jib during the whole match.

Several boat and rowing matches took place during the day.

Second Day.—The proceedings this day were more immediately under the charge of the Blairmore and Strone Committee, as the preceding day's were under the especial superintendence of the Clyde Yacht Club Committee.

The weather being better although there was as strong a breeze as on the first day, still it was unaccompanied with rain, and, consequently, the turn out of spectators was large and brilliant, the various steamers bringing over loads of visitors from Gourrock, Kilcreggan, &c. The shore was literally lined, and all the house windows were filled with spectators.

The Hon. G. F. Boyle officiated as commodore on board his magnificent steam yacht the Valetta, assisted by John White, Esq., Hon. Secretary, and in which there was a large party of ladies and gentlemen. The committee had also the steamer Lochgoil engaged, which was moored on the opposite side of the course from Valetta, and on board of which was a brilliant assemblage of the subscribers to the regatta and their friends. The turn-out of yachts was much larger than on the preceding day, the mouth of Lochlong being studded for miles around with yachts of all sorts and sizes, and amongst others we observed Sir M. R. S. Stewart's large new steam yacht Vienna, H.M. gunboat Goldfinch, H.M. cutter Harriet, the screw steam yacht Black Eagle, and other smaller steam pleasure boats. The sight of the large fleet of yachts cruising about was very grand.

The first match was for a purse of 20 sovs. presented by Adam Morrison, Esq., with 5 sovs. added by the committee. Open to yachts of 8 and not exceeding 25 tons. Second prize, a Saloon Transparent Compass, presented by Mr. John M'Kenzie, Greenock. Entry money 20s. To start at 12 o'clock. Royal Northern Yacht Club rules. There started:—

No	Names of Yachts	Rig	Tons	Owners	Builders
831	Onda	cutter	20	A. Morrison, Esq.	Fife
498	Glide	cutter	14	D. Fulton, Esq.	Owner
1293	Torch	cutter	15	D. W. Finlay, Esq.	Fife
950	Ripple.....	cutter	12	J. M. Campbell, Esq.	Fulton

The start took place at 12h. 18m., the Onda with the lead followed by Torch, and the two dashed off at a railway speed. The other two made unfortunate starts—the Ripple, in order to avoid a yacht in its way, got to the leeward of the flagship, and was detained a minute or two before weathering it, while the Glide, in coming up to make a circle round the buoy, almost run down a yacht which was turning the buoy. Both, however, saw their danger, and by adroit management avoided a collision—the Glide describing a circle back to whence she came, and having to make a double circle before she got round the flagboat, was about six minutes behind the Onda in getting away on her course. The three foremost yachts kept well together, the Onda maintaining the first position, and the Glide evidently making quick up. On their return in the first round they were somewhat altered, the Torch leading closely followed by the Onda, and they passed the flagboat.

	h. m. s.		h. m. s.		h. m. s.
Torch	3 36 26	Onda	2 37 12	Glide	3 42 31

The Ripple came up some time afterwards disabled, her boom having snapped in twain, and she had to give up the contest. The Torch carried beautifully along, increasing her distance between the Onda, which, however, old as she is, disputed the ground with her new competitor. The Glide fought hard to make up her lost ground; she gained on the Onda, and ultimately took second position, but she could make nothing on the Torch, which maintained, if not increased, her distance over the first round, and made about a minute out of the Glide on the second, the yachts coming into the goal as follows :—

	h. m. s.		h. m. s.		h. m. s.
Torch (winner)	6 3 50	Glide	6 10 40	Onda	6 12 10

The three yachts as they came in were heartily cheered, and none more so than the Onda, which for a craft of her advanced age competing with such celebrated clippers as the Glide, which, it will be remembered, won two prizes last year on the Clyde, and two at Loch Ryan, besides a host of other honours at Irish and English Club Regattas, and the new yacht Torch, built this year by Fife, of Fairlie, for Mr. Finlay, and of which great work was expected. Mr. Fife has added considerably to his laurels this year by his new vessels, the Kilmeny and Torch, respectively carrying off the prize in the two principal races against such celebrated yachts, in every respect worthy competitors.

The Ladies' Purse of 15 sovs., next occupied attention, open for yachts not exceeding 8 tons. Entrance money 10s. to be sailed under the club rules. For this the following started :—

Numbered as in Hunt's Universal Yacht List for 1864.

No.	Names of Yachts	Rig	Tons	Owners	Builders
381	Fairy Queen	cutter	8	J. Miller, Esq.	Fife
893	Pilgrim	yawl	8	J. Pirrie, Esq.	Morris
951	Ripple.....	cutter	8	C. Henderson, Esq.	Fife

The starting gun was fired at 1h. 8m., and the yachts got away as above. The Pilgrim, an Irish yawl, was first up at the flagboat, but the Fairy Queen coming to windward of her, shot ahead of her, and got clear away first. The three yachts run very close on each other in the run across towards the Shoals and down to Ashton. The Ripple, however, took second place, and between her and the Fairy Queen a splendid contest took place. The Fairy Queen, which on the preceding day was second to the Ripple, and gave her a good heat for the prize, notwithstanding having lost her jib sheets and her boom being broken and temporarily repaired, was evidently determined to maintain her old standing among the 8-ton yachts, and Mr. Grant's handling of her, as of old, seamanlike and adroit, but she had an ugly opponent in the famed Ripple, now the property of Mr. Henderson, of Renfrew, and a splendid race they made. The Fairy Queen, however, kept the lead in each round. In the second round the Pilgrim gave up, and the contest was left with the two others, between whom the race was very sharp. The two rounds were finished thus :—

	FIRST ROUND.			SECOND ROUND.		
	h.	m.	s.	h.	m.	s.
Fairy Queen	2	31	37	3	58	2
Ripple.....	2	32	24	3	59	35
Pilgrim	2	38	28	gave up.		

The Fairy Queen was hailed the winner, the time will show what a good match it was, there being only 1m. 33s., between them after a run of three hours.

A lugsail race for 5 sovs., was won by Gipsy beating four others, and the 4 sovs., for pleasure boats won by Gipsy Queen beating Pet. Several rowing matches and duck hunt finished the most successful regatta ever held under the auspices of the two committees.

HAVRE REGATTA.

THIS regatta came off on July 24, on the usual course, and was honoured by the presence of Prince Napoleon, Mr. Winslow being the president of the Committee of Management; a more gorgeous spectacle could not be

imagined. A splendid covered platform was erected, in which rose tiers of seats for spectators situate along the beach fronting the Hptel Frascatti. In the centre of the platform was erected a raised "tribunal," in which was his Imperial Highness the Prince and his suite, and the naval and military authorities at the port. There was a fresh breeze from the westward during the forenoon, but as the afternoon approached the wind dropped. The following is the result of the principal matches:—

First match, between fishing vessels: First prize 1,000*l.* given by the Duc de Riansores; second prize 500*l.*; third prize a telescope. There were only four entries. The Zepher took the first prize and the Clemence Louise the second; both of Cancale.

Second match, pilot vessels belonging to any port of France: First prize gold medal given by the Emperor and 1,000*l.* by the Chamber of Commerce; second prize 500*l.* by the Marine Insurances of the port. There were five entries, and the Monette and Octavie (both of Cancale) were the winners. The third prize was withdrawn, and the first prize was awarded to the Monette, who was the winner of the same prize last year.

The third match, fishing vessels manned by only two men, produced no less than fifteen entries; first prize 200*l.* and a silver medal. The Charles won.

Fourth match, for yachts of all nations. First-class, between 11 and 15 metres (34 feet and 47 feet); first prize 1,000*l.* from the Railway, and a silver gilt medal, second 400*l.* Second class, from 8 to 11 metres; first prize 800*l.* and a binocular, second 300*l.*—with a gold medal of honour presented by the Minister of Marine and of the Colonies to the yacht in either class arriving first. This match was won last year by the Algerine. This year the Vampire and three French yachts entered in the first class, Octoroon and Algerine in the second class. The wind was very light, and they arrived at the winning post:—

	h. m. s.				h. m. s.		
Vampire	1	38	39	Algerine	2	5	30
Octoroon	1	38	49	Marie Gabrielle (French boat)	2	24	15

Vampire of course won the first prize, Octoroon the first in the second class, and Algerine the second. The second prize in the first class was not given in consequence of a foul.

There were several rowing matches, in one of which two French boats beat the Ariel of Southampton. There was also a match for small steamers, but as only two steam launches entered the match did not take place. The money, however, £75, remains for next year.

BARMOUTH REGATTA.

THIS annual aquatic festival came off with the greatest possible *eclat* on Wednesday, July 27th, when the visitors to this fashionable and pleasantly situated watering place were specially favoured in having very enjoyable

weather for the sports of the day. This is now the third or fourth year that the Barmouth Regatta Club has been successful in getting up an annual meeting of such magnitude as promises at no distant day to be of a very considerable note in the kingdom, as well as in the more immediate locality in which it takes place, and among the inhabitants of which it is regarded with great interest. On this occasion, the gloriously fine weather no doubt added considerably to the attractions of the regatta in bringing together many of the *élite* of the county, and a very large concourse of holiday people to witness the sports, the numerous coaches and ferryboats which hourly arrived during the morning being crammed with happy faces. The regatta, as heretofore, was under the able management of the president Llewelyn Turner, Esq., Rear Commodore R.W.Y.C., assisted by an active, committee, including O. S. Wynne, Esq., Peniarth, Captain Edwards, Barmouth, Mr. Evan Evans, Mr. Davies, Corsygedol Hotel, &c. Mr. O. Wynne displayed a great amount of kindly zeal and activity in assisting in the proceedings throughout, which the worthy commodore, who knows well how to appreciate such hearty aid, repeatedly acknowledged. Captain Edwards, we need not say, is always first-rate, and does his best to help everything in Barmouth; and the great success attending this meeting must have been extremely gratifying to the committee generally, as well as to the supporters of the delightful annual re-union. The presence and cordial co-operation of a reading party from the Cambridge University, now studying at Borthwen, was a great addition to the regatta, and evidently roused a lively spirit of emulation and display of skill amongst the local watermen, whose usefulness along shore and in case of need, at sea, these regatta clubs are designed to promote and encourage.

A tolerably good breeze, south-west and by west, came in with the tide, and towards high-water time the first gun from the flag post gave the signal for preparation.

The first race was for the Barmouth Regatta Cup, value 25 sovs. By consent of the club, there being two absentees, Captain Iremonger's cutter Meteor, R.W.Y.C. of Bangor, 20 tons, and Mr. Thomas Turner's cutter Atalanta, R.W.Y.C. of Carnarvon, 6 tons, started for this prize, on the signal gun being fired at one p.m. The course was around Sarn Patrick (causeway) Buoy, a distance of twenty-two miles, in the first two or three tacks over the bar the Atalanta took the lead. But the voyage out was a strong beat up all the way, with a good sea, and in this the great advantages possessed by the Meteor in sail and grip of water, drawing as she did 8½ feet, won her the race. She returned to port about seven o'clock, and her gallant little antagonist was scarcely two hours behind, worthy Captain Edwards having with much consideration gone out to meet the yachts, hailed her hastily, and piloted her safely over the bar at low water. This was the first yacht race that had ever been run at Barmouth, and we hope it may be the forerunner of many splendid ones in future.

The second race was for the Gentlemen's Sailing-boat Cup, value £5. Six started at 1h. 30m. p.m., after the yachts had left the bar: the course was

up the harbour for a mile, round a flag-boat, and back through the outer reach twice. This was a peculiarly interesting race. Mr. J. C. Jones's boat Petrel, Pwllheli, through being late in arriving was behind the starting of the others some five or ten minutes, and had in addition to go around the outer buoy twice, having gone on the wrong side in the second turning: yet, with his great quantity of sail and fast boat, he won easily at 3h. 55m. Mr. Kyffyn's Lillie, of Port Madoc, came in second at 4 o'clock; and the Albion, of Borthwen House, third, at 4h. 7m.

The next Race was to be for the Waterman's Sailing Boat purse of 5 sovs., but it did not fill up, owing to two of the local watermen refusing to enter with the Jonathan Jenkinson, of Pwllheli. The only match for her they said was the Petrel, and she was engaged in the gentlemen's race, about which a good story was told of the worthy owner. It appeared that on sending in his entry-money, he stated that he wished to enter for both races, inasmuch as he was both a waterman and a gentleman! And the Committee agreed that he was right—or any other man, having his qualifications.

After which several excellent rowing matches took place, followed by a duck hunt, which concluded the regatta.

LOSS OF THE YACHT METEOR.

THE Meteor, cutter, 20 tons, Capt. Iremonger, left Barmouth, two days after the regatta, where she won her maiden cup, only having been launched the same month; her owner was not on board, but gave instruction to the captain how to proceed, these he foolishly disregarded and made for Port-danlleyn harbour on the night of July 30th, which was excessively dark, and when blowing very fresh; all went well however, until standing in for the harbour under double-reefed mainsail, when she ran on to the Carraig Whiskan Rock at the entrance, going seven or eight knots: she held together until the 1st of August, when the wind blew more on shore, and she became a total wreck.

Editor's Locker.

ANOTHER VANDERDECKEN.

*Sydney, New South Wales,
21st May, 1864.*

SIR.—In the March number of your valuable Yachting Magazine, I find a notice of the doings of the "Royal Sydney," as well as a letter, which was forwarded to you by the very zealous secretary of that new club, signed by "Vanderdecken," and I also observed that this well-known

signature appearing in a newspaper at the Antipodes had occasioned grave surmising in your mind, as to the *ubiquity* of the deservedly much esteemed "Flying Dutchman."

As the writer of the various letters under the signature of Vanderdecken, which have appeared in the "*Sydney Herald*," I owe it to myself and to my illustrious namesake, (whose effusions in "*Bell's Life*," are well connoered over by many of our Colonial Yachtsmen,) to state, that I assumed this "Nom de plume" not under any false or piratical colours, but simply with the view of chronicling the doing of our young Australian Yachtsmen, and for the purpose of exercising some such healthy and kindly influence over the proceedings of the new Australian Squadron, as my Prototype has exercised for so many years, in favor of the interests of British Yachting generally.

Far be it from me, to arrogate to myself any pretensions to the position so long and so deservedly occupied by the world renowned "Vanderdecken; all I humbly aspire to is, to follow in his wake, and under cover of his name to perform for Australian Yachting something akin to the service he has so long and so arduously executed, towards the whole yachting fraternity in Great Britain!

"Only this and nothing more!"

Yours faithfully,

To the Editor H.Y.M.

THE AUSTRALIAN VANDERDECKEN.

MOORING BUOYS.

Dublin, August 25th, 1864.

DEAR SIR.—Permit me through the medium of your excellent journal, to offer a suggestion to owners of yachts. Trouble and expense, more or less, is the result of the keg attached to the moorings being stove and sunk, by the paddle of a steamer, or in any kind of collision; to provide for this I would recommend the keg being filled with cork shavings, or better still, with cork cut to fit the keg when it was being coopered, it will not add much to the weight and will not sink if stove.

I am, &c.,

ISAAC WILLIAMS

To the Editor H.Y.M.

REGATTAS AND MATCHES.

Sept. 1.—Royal Victoria Yacht Club—Schooners and cutters, Dartmouth to Ryde.

1.—Royal Boston Yacht Club Regatta

15.—Prince Alfred Yacht Club Match for First Class Yachts

26.—Temple Yacht Club Closing Trip.

All Communications to be addressed 6, New Church Street, N.W., London

HUNT & Co., Printers, 6, New Church Street, Edgware Road, N.W., London.

HUNT'S YACHTING MAGAZINE.

OCTOBER, 1864.

YACHTS AND YACHTING.*

BEING A DESCRIPTION OF THE BUILDING, MASTING, RIGGING, SAILING AND
GENERAL MANAGEMENT OF YACHTS.

CHAPTER XXXVII.

HAVING in a previous chapter got a vessel fairly underway, I shall now request my reader to accompany me through some of the many manœuvres that circumstances may require to be executed throughout a cruise; upon an accurate knowledge of the methods of performing which so much depends in the acquirement of a sailor's art. As I have often before stated, no amateur sailor can hope to arrive by any royal road at the perfection of a regular thorough-bred professional tar, that is to say, a working hand, who has served a prescribed apprenticeship, slaved through the slush tub and tar bucket, crept in at the hawse pipes as a small boy, and learned the manual labour of a seaman through all the stages, from attending the "doctor" in the galley, up to the conquering triumph of being able to do anything with a rope and spar that becomes a genuine son of salt water to know. But although the extensive knowledge of the manual part of a seaman's art is not easily attainable, yet close observation of the methods of doing things, some practical application in learning not only the most difficult, but the most simple; the determination to master one thing at a time, and not jumble a lot together; a resolution never to be ashamed to seek instruction on

* Continued from page 246.

however simple a point, even that the smallest boy on board is capable of giving, will almost imperceptibly lead a yachtsman on until there are few matters connected with the details of a yacht that he need be afraid of displaying ignorance in. In fact, these details after all, when investigated, will not be found of that very complicated nature that at the first blush they may appear:—the construction and ballasting of hull, proportion of spars, fitting of and work upon rigging, and cutting and making of sails, if taken under their respective heads, and studied quietly in detail will not be found of such an abstruse nature as to involve that serious devotion of time that many think. Leisure from more important professional or business avocations may be profitably employed in such studies, and as our general body of yachtsmen is composed of a class that is more or less independent, so far as worldly means go, the majority of its members must admit that if their tastes are thoroughly so inclined, they can make plenty of leisure, if they will but so occupy it, to become accomplished yachtsmen; and that too without neglecting any of the more important duties their position in society demands.

It is true that yachting is pursued as an amusement and relaxation from the more important cares of life; and many may say why make a toil of it? So is hunting, driving a drag, shooting, fishing, cricket, steeple chasing, and flat racing; but in any of these latter pursuits a man is thought but little of, nor can he gain any of that, to all of us, agreeable fame that awaits superior excellence, unless he be a really practical good hand. Do not our sporting chronicles point out celebrities after a fashion that denotes more than ordinary application, to say nothing of physical aptitude, in pursuit of this fame. We read of men being superior workmen with hounds; splendid whips and perfectly at home behind their teams; hawk-eyed and unerring marksmen, that, as our American friends say—"cross, down, or up wind, go 'plum'-centre' to the mark," be that a trumpeting elephant, tawny lion, or bounding antelope. We have notable Waltons, whose patience rivals that of Job, and whose skill is undeniably proved by the weight and number of their trophies; have we not sent to the Antipodes champions of the wicket and the bat, to whom has been accorded ovations that a Cæsar might have envied? and have we not too brethren of the silken-jacket, members of the fraternity of silk and scarlet, who have witched the w

with noble horsemanship? Why then should our yachtsmen not occupy their niche in the archives of national sport? We have our tritons it is true, but not in such force as much to distinguish them from our minnows.

In all the sports I have enumerated, and in which some of the best and bravest spirits of the land have shone pre-eminently, none have lowered their social status by learning how to bridle, saddle, or harness a horse, to bleed and shoe, or if need demands even to cleanse and bed him; nothing darkling has come between the wind and their nobility, when with coat doffed and hammer in hand they have learned to mould a scear spring, or weld a gun barrel; and white hands or filbert nails have not suffered any material damage in learning to tie a fly, or form the shapeless willow into the nicely balanced cricket bat. Why, therefore, should the Nelsons of our pleasure navy consider it *infra dig.* to make themselves masters of the simple details of theirs, the most glorious of our national sports, and ignore the knowledge of splicing a rope, bending a sail, or shifting a jib, as either beyond their comprehension, or as more properly the occupation of those they pay to navigate them safely from port to port.

If there is anything in nature more difficult of comprehension, at least to me, it is to know what possible pleasure a man in the prime of his youth, health, and intellect can take in being a mere passenger on board his own vessel; to rise in the morning, to lounge about the deck bound in blue and gold, or perhaps what the publishers—save the mark—might more appropriately designate “half-calf!” to enquire yawningly of the steward when breakfast, or dinner, or supper is at hand; to consume numberless cigars; and converse languidly with the skipper on gales of wind, interspersed with querulous enquiries as to what distance it is to the next port? or, could not the sun be kept off the quarter-deck? or, a harbour be gained before night, and new laid eggs and cream ensured for the coming morn? is a manner of enjoying life afloat that like many other habits and customs of civilized countries is a Gordian knot hard to unravel:—no, no, give me the yachtsman that, tiller in hand, can stand on his own quarter-deck every inch the captain as well as the owner; who with one eye on the weather, and the other on his compass, can make his little ship talk to him in her own silent fashion, and who seems to impart to her movements a life, a living, almost breathing, bounding life, the counterpart of his own gallant and

determined spirit, revelling in and enjoying the rapid rush through the foam-capped sea, the wild excitement of the hurtling squall, or the fierce battle with the strong gale through which he can carry her with the confidence and skill of a daring sailor. To be such a yachtsman should all beginners aspire, and a little determination, perseverance, and self control, will soon realize the position, and ensure that perfect enjoyment of yachting that will not only be personally felt, but shared in by the captain and crew, for unless it be one of those lazy long-shore loafers that sometimes attain the dignity, there is no genuine yacht skipper, or indeed really good sailor crew, that will not take a pride and pleasure in serving under an owner who enters heart and soul into the spirit of the sport, and proves himself as it were worthy of their pet designation "a regular sea-dog!"

Well, kind reader, you will say I have become sadly digressive in my recent chapters, bounding off at a tangent from getting a yacht underway to barometers, and animalcules, and phosphorescence of the sea, and then into a homily about the enjoyment of yachting; now, however, that this *Cacoëthian Scribendian* squall, through which you have had to scud, in such a heavy sea of ink and reefs of steel nibs, has moderated, we will haul by the wind if you please, and away to sea again. Previous, however, to putting the helm down I must premise that my lucubrations are meant, not to instruct those who have already won their laurels on the deep, which would be presumption indeed, but with the hope of arousing emulation amongst our younger yachtsmen, and drawing their attention to such details of handling and yachting seamanship as it is necessary for them to make themselves masters of, and which I am assured they will feel little difficulty in largely improving upon.

I left the good ship underway with a favourable wind, under all plain working canvas with topsails set and all sheets trimmed to a nicety, laying her course a good clean "full and bye". This expression "full and bye" needs perhaps a little explanation so as to divest it of its strictly technical character and show its application. When the wind becomes narrow, or just what will allow a vessel to be steered for her port of destination, she is then close hauled by the wind, and as under all circumstances a quick passage is desirable when bound from one port to another, every advantage is therefore taken to force her through the water at the utmost rate of speed; therefore the sails must be kept full, that is that the utmost of

of the wind must be thrown into them so as to keep her going at top speed, whilst at the same time she is going as close to the wind as possible, and steered upon that course which will bring her in the shortest time to harbour; "clean full and bye" therefore means that the sails are exercising their greatest influence in propelling her, whilst at the same time she is kept as close to the wind as possible. One of the greatest beauties of a fore and aft rigged vessel is this property of lying closer to the wind than any other vessel that is square rigged, and of a cutter especially. So far as present experience goes the cutter rig possesses this advantage in a pre-eminent degree over every other. Next may be classed the yawl or dandy rig, and then the schooner.

Instances there have been of schooners distinguishing themselves against cutters, amongst which the names of the *America*, *Alarm*, *Wildfire*, and *Violet* may be mentioned, but these are of rare occurrence, and under special circumstances that does not admit of even general equality, much less a prospect of eventual superiority; although we have amongst us many able yachtsmen of the present day who hold that it is practicable to construct a schooner to work under three sails, that shall prove herself equal to any cutter close hauled; this, however, remains for future experiment either to confirm or refute. If I may be allowed to offer an opinion I think the nearest approach will be found in the yawl rig, which has not heretofore been so fully tested as it might have been; doubtless in a heavy sea and with a strong wind a fast and powerful schooner under three well cut and flat standing sails would give a cutter all her work to do by the wind, but in such a case any superiority would be traceable as much or more to the fact of the cutter being overpowered by the weight of her boom, than to any certain advantage in the special disposition of the schooner's sails. For the present, however, it is enough to the purpose to say that in moderately smooth water and a fresh breeze the cutter rig has maintained its superiority over all others.

In steering a vessel close hauled much depends upon the helmsman, and not a little upon his knowledge of the peculiarities of the vessel he is steering; it may appear somewhat strange to the uninitiated or inexperienced; to ascribe peculiarities such as might be supposed to characterize living creatures to inanimate structures of wood and iron, but it is nevertheless as true as it is strange that vessels have their peculiarities of, I was going to say temper, but probably

progression may be more applicable, in as great a degree as the most capricious biped or quadruped that ever travelled over land or water. In the majority of instances careful observation can trace these to some distinctive feature in the form of the hull, in the distribution of weights on board, the effect of certain sails, or peculiar circumstances of sea and wind affecting some one of these; and again there are some that set investigation upon the rack, and though no doubt traceable, are yet so puzzling as to impress many of our sailor Jacks with the settled notion "that there is no knowing what salt water likes."

To enter into a detail of many of these peculiarities would occupy many chapters to themselves, suffice it to say that they are well known amongst sailors, and even many with a moderate experience of the sea, to exist; and, therefore, to fortify my assertion that it requires a helmsman to know his vessel well in order to work her to the utmost possible advantage, I mention their existence: there are some broad rules for steering by the wind that will be found useful in general application, a helmsman must bear in mind the fact that a vessel which takes a hard weather helm, and thereby carries her rudder at a considerable angle with the line of the keel, cannot be sailing to the best advantage, inasmuch as there is a struggle going on between the sails and the rudder; the sails to force her up into the wind's eye and the rudder to keep her away upon her course, and between the two there is a loss of speed; this very often occurs from carrying too little head sail; a small jib may have been set instead of the ordinary working jib, suitable to a whole mainsail, or the bowsprit may be reefed, and consequently the jib not set properly; the foresail also may have a reef in it, and with these reduced head sails, if the whole mainsail be carried, the probability is the vessel becomes what is called "wind greedy," or as some say "gripes," or perhaps to speak more grammatically, "grips the wind;" that is to say, the balance of sails is destroyed and the preponderance of effect of the after sail (*i.e.* the mainsail,) forces her into the wind, which the surface of head sail (*i.e.* jib and foresail) is insufficient to counteract, and the rudder is then brought into with the injurious effect of too much weather helm; if there be a heavy head sea to be encountered and that a small jib and a small bowsprit must necessarily be carried, the whole foresail may not enable her to lay her course without too great a pressure on the helm, but as the foresail is the most pressing sail in a cutter, and

which if hauled down or reefed during a strong wind, relieves her the quickest and the most effectually. This proper balance of sails is most essential to the good performance of a vessel close-hauled, and therefore deserves the close attention of a young yachtsman.

The proper trimming of the sheets is another point that requires looking after, so that the action of the sails may be combined as if they formed one large one: if the jib is lifting and the foresail standing with the mainsail, the jib sheet requires hauling aft, or the power of that sail is inefficiently exerted, or entirely lost to the vessel: if the foresail is lifting the fore sheet requires trimming aft, or a similar result must ensue; and if the luff of the mainsail, or that part of it next the mast is all in a bag, and that the foresail and jib are doing their duty, then the main sheet is too far off, and requires to be hauled aft. Where a vessel is very sharp and has a long and fine entrance, and that the fore upper body is not flared out above the water to give room on the forecastle; but on the contrary the bow is carried up fine, then the deck become so narrowed as not to give proper spread for the jib sheets. Under such circumstances the sheet holes should be placed well aft, and the jibs cut with a high clew. Two evils are likely to result from inattention to this; if the jib sheets are rove in the holes as placed in an ordinarily roomy vessel aloft, then the jib becomes pinned in much too flat, and instead of proving of benefit to the vessel acts as if the sheet was to windward; and if sheets are rove aft, and that the clew of the sail is not rounded up, then the angle the sheet makes with the jib lifts the after leech, and half the sail is all in a bag and becomes useless.

A wide deck will produce a similarly injurious effect upon a foresail, for if the sheets are not led sufficiently aft the sail will not set at a corresponding angle with the jib and mainsail. When the two latter sails are doing their duty, and no matter how flat aft the fore sheets may be trimmed, the sail will be all shaking whilst the others are full, and the tiller will again be brought into requisition with injurious effect to keep her out of the wind. The helmsman will soon ascertain that such defects exist in the trim of a sail when steering a vessel by the wind, but as these may be, and often are, attributed to the faulty trimming of the sails, and not to their proper uses, namely, the faulty leading of the sheets, I mention them in connection with the subject of steering a vessel when close-hauled, to show that faults of fitting sails and gear may contribute quite as

much in causing the bad performance of a vessel, as any neglect of the proper setting of canvas.

Some men think that they cannot get their sails trimmed too flat by means of the sheets, and that when all are hauled aft as taut as an iron bar, then a vessel must do her best by the wind; this, however, is a mistake, by such means a vessel may be bound up with pinned in sails, so that although looking up very close indeed, yet she has no life in her and is not going through the water, in fact for all practical purposes she might just as well be hove-to; there must be a certain freedom accorded to the sails to impart life to the vessel, and the more especially if there is any sea on, for if not that harmony of motion, that sort of "give and take" which is so necessary will be destroyed, and the sails instead of wooing the wind to fill them, will beat it out of them by a too sudden re-action, and a great portion of the propelling power is lost. When the sails are properly set and balanced by the wind, if the vessel is in good trim she should take but little helm, that little should be a weather one; in fact she should almost steer herself, but a slight weather pressure is always to be preferred as it ensures her being in perfect command and obedient to her rudder; and if a sudden squall strikes her she can be luffed into the wind on the instant to meet it and enable her to be laid-to comfortably should it become necessary to reduce canvas. A vessel that takes lee helm must be eminently faulty in some particular respect, and is absolutely dangerous in squally weather, as when struck heavily she will not answer her helm with sufficient promptitude to enable the necessary precautions to be taken, and the weight of wind pressing on her sails will pin her down in the water on her beam ends, when her way will become so deadened that unless the mast goes, or is cut away, her sails cannot come down, even were the halliards let go, to relieve her; and as in the hurry and confusion of such a moment there is but scanty time left to cast off the sheets, a capsizes may be fairly anticipated.

I have touched upon the aforesaid topics before, but I add some few observations in recapitulating them, with a view still more forcibly to impress them upon the young yachtsman's attention.

We have so far proceeded with the wind in a measure favourable to a passage, as enabling the yacht to lie her course; but now, my yachting friend, we shall imagine a change to come over, not the spirit of your dream, but the face of the sea;—the wind veers more and breaks off your vessel from her course, until at length

find that to reach your port you will have to beat dead to windward: this will add generally about a half more than the direct distance to the length of the passage, from that point where the wind became unfavourable; this sometimes may be more or less, according to whether the vessel holds, or as is sometimes said, "hangs" a good wind; and also as to whether the tide may affect her in a way that cannot be guarded against, as for instance if it be flowing with the wind, good steersmanship, I need hardly say has likewise considerable effect either in lengthening or shortening the road. You will, therefore, in the first instance have a look at your chart, and see how the tides will act on the ebb and flow, and if by a little generalship you can make them bear their part in shoving the little ship to wind, so much the better: for example, we will suppose that your course is due North, and that the flood tide runs East and ebb West; and here I must for a moment digress to draw your attention to a point connected with wind and tide which must not be allowed to escape your observation. When we say the wind is North, we mean it blows *from* the North; but when we say there is a Northerly tide we mean that it runs or sets *to* the North.

Well, your course being North and against a northerly wind, you find that the tide is at the period of half flood, and that it has three more hours to run to the Eastward; it is evident that if this tide sets against the broadside of your vessel that it will carry her away bodily before it, and combined with the wind force her to leeward of her port until such time as the ebb tide makes, flowing to the Westward; this would occur under such circumstances were the vessel laid on the port tack, but seeing this by inspection of your chart you lay her on the starboard tack, and as any sort of a weatherly craft ought to lie within four points of the wind, you thus get the benefit of the power of the tide on the lee bow, which has the effect of heaving the vessel bodily to windward, thus assisting you to reach the haven you desire. This is technically termed underbowing the tide, and the vessel may be kept on this tack until the tide is done flowing, or for three hours. The moment the ebb tide makes then the vessel should e hove about on the port tack, when she will have the flow of water gain on the lee bow for six hours, but it may not be desirable to keep her all that time on the same tack, as should a shift of wind occur she might be hove down too far to leeward; therefore a medium course is advisable, just taking advantage of the first four hours of

either flow or ebb, and working a much less time on the lee going tide, which will preserve the line of bearing of the desired harbour.

Having thus endeavoured to show the advantage that may be gained by what is called "Working the Tides," I shall now beg of you to make yourself master of the best method of tacking a fore-and-after. In long stretches, or what is more generally understood amongst fore-and-aft sailors, "making long legs to windward," perhaps, the very nice handling of a yacht in tacking may not be regarded as so essential as in working in narrow waters; at least on a broad view of the question, where there is plenty of sea room to go and come upon, it does not strike one as of such importance; however, it should be borne in mind that when an advantage of a foot or two is looked upon with the utmost anxiety in sailing up a confined channel directly against wind, several lengths of the vessel herself in open water ought not heedlessly to be thrown away; and the best proof we have of the importance of attending to this may be found in our yacht races, where matches are now won by seconds, and where a single error in tacking ship may involve the loss of an otherwise well and hard sailed race. Of this, however, I shall treat more fully when I come to that part of my subject bearing directly upon match sailing, for the present as we are only cruising, I shall merely point out that every measure should be taken to overcome the tediousness of a long passage against a foul wind.

MATCH BETWEEN THE TORPID AND THOUGHT.

How often do we hear the saying "these degenerate days" made use of as being applicable to the present generation, as well as to all their sports and pastimes! Among the latter Yachting has not escaped the criticisms of elderly gentlemen, who are apt to contrast the present with the past, in a manner by no means complimentary to the former, and to talk of those times when the "Belvidere," the "Prima Donna," and "Mystery" contended together and afforded such sport not as one does not see now-a-days.

We, however, do not hold to such superstitious vanities, and safely challenge the past to produce such a race as that for second prize on the first day of the Royal St. Georges' regatta year, where the "Secret," "Kilmeny," "Luna," "Avoca,"

"Xema" came rushing together into Kingstown harbour at the finish of the race, in such close proximity that it was impossible to tell, until the last moment which had won: this we contend eclipses anything ever done at a regatta of the past, but is as nothing in the eyes of the true lover of aquatics to the match between the "Thought" and "Torpid" which we have now to record.

The match was made between Mr. Seddon the well-known owner of the "Astarte" and "Phryne," and Mr. Jones of the "Banshee" and "Thought," 27 tons, to run the latter vessel (which was rebuilt by Hatcher some twelve years ago and has been a wonderfully successful boat) against a new iron 28-tonner to be built and called the "Torpid", for both vessels and a "consideration"; the best of three races to decide who should be the fortunate possessor of two such craft.

Tuesday 6th, Wednesday 7th, and Thursday 8th of September were the dates fixed upon for the contest. It happened, however, that two days sufficed to determine the match, and as our space will not allow us to record both days at full, and the first day was by no means a satisfactory trial of strength or so exciting as the second,—owing to the fact of the Thought having most unaccountably taken out some two tons of ballast when a breeze was blowing which required every ounce of stability that she ever had, and having consequently left an interval of some 20 minutes between herself and her rival—we will confine ourselves to the second day's proceedings.

Mr. Jones and Mr. Seddon had engaged the Medina steamer to accompany the match, and in the most liberal manner had distributed tickets to those yachtsmen who were desirous of seeing the race. The umpires were Messrs. Hatcher and Harvey, the eminent yacht builders, the referee on the first day C. Bromley, Esq., and, owing to his unavoidable absence, for the second day, Capt. Iremonger; and no doubt these gentlemen congratulated themselves, considering the stake at issue, that their services were not required. Having given the result of the first day's trial we need merely to say that it blew a very stiff breeze, that both vessels had two reefs down, that the Torpid took the lead and kept it throughout, ultimately defeating the Thought by 20 minutes.

The second day, Wednesday, looked rather wild and stormy in the morning, not however with so strong a breeze as the preceding day, but still strong enough to induce the owners to alter their original

intention of going round the island, and confine themselves to the Royal Victoria course; the same in fact as that of the first day. And now as the Medina neared Ryde all eyes were turned to the two contending vessels which were soon made out, the one alongside the Banshee, the other astern of the Astarte: the Thought the most perfect little bijou of a yacht, the other though less symmetrical in shape, yet a very handsome vessel, reflecting immense credit on her builder and spirited owner. It was arranged that both yachts should start on the firing of the second gun from their respective consorts, to go to the westward, twice round the Victoria course; and as Hatcher left the Torpid to take his station on board the steamer we could not help thinking that, though acting with all honesty for Mr. Seddon, his heart must have been with the little boat which, no less by her numerous and brilliant victories than by her matchless shape, had won him such world wide fame. After some little delay Mr. Harvey joined his fellow umpire, and precisely at 10h. 52m. 30s. the second gun gave the signal for the start.

The wind was about W.b.S. and both vessels carried single reefed mainsails, whole foresails, and working jibs. The Thought was to windward, but what little advantage this gave her, and under the circumstances it was but little, she soon lost, as the Torpid ran her sails up like lightning, and at once got into her full swing, while the Thought had her foresail and jib up dragging her to leeward for some little time before the mainsail was fairly set. The wind just allowed them to lay their course, and as they swept along at great speed it was evident that the Torpid was leaving her rival, though except to the more practiced eye it was hardly perceptible, so trifling was the advantage that she was obtaining, and the little Thought with her two tons of ballast replaced in her, walked along as stiff as a crutch. Thought sent up her topmast, an example which her antagonist was not slow to imitate, on nearing the Middle Buoy which was rounded

	h. m. s.		h. m. s.
Torpid	11 34 10	Thought	11 35 0

This advantage which was greater than had been expected was ominous! only a fifteenth part of the course gone over and already the former was 50s. in advance, and many were the predictions of repetition of the result of the race of the preceding day. Immediately after rounding they both set jib-headed topsails, and here we told that the Thought made a grand error. If she was overpowered by

larger opponent on a wind, as though only measuring one ton more the Torpid carries five ton more ballast, with sails in proportion, this could not be said to be the case before the wind, and it was by no means blowing very hard, nor was there any sea between the Middle Buoy and the Noman, so that she might have been pressed between these points with any amount of canvas, and more speed got out of her with a square-headed topsail, whereas it is more than probable that the Torpid's huge mainsail was taking all the speed out of her that could possibly be obtained, and therefore that more canvas would not have benefitted her.

And now as sheets are eased off and balloon foresails hoisted fresh interests are awakened as to the probable result of the run down to Nab before the wind; and as they scud along though it could hardly be said with any degree of certainty that the Thought was regaining her lost ground, still on the other hand, well though the Torpid sailed and splendidly though she was handled, yet she evidently, as mile after mile was passed, did scarcely anything with her rival on the run down. Still the Torpid did gain another 20 seconds by the time they arrived at the Noman. And now out of Brading harbour came a rattling breeze which brought them both up to their greatest speed, and went far to prove our conclusions as to the Thought's want of canvas on the run down, the Nab being passed by

	h. m. s.		h. m. s.
Torpid	12 43 5	Thought	12 43 55

The Thought had thus gained between the Noman and the Nab, where the breeze was decidedly the strongest, 20 seconds, and on a wind back to the Noman precisely the same result followed, as it was passed on the return

	h. m. s.		h. m. s.
Torpid.....	1 7 10	Thought	1 7 40

And now it was dead on a wind for the flagship off Ryde, and whether from the probability of her being somewhat hindered by the "Aid" steam tug, which rather hung on the Thought's weather quarter, or that the Torpid dead on a wind was too many for her, certain it is that the Thought lost ground in tacking to the Middle Buoy on the last round which was passed:—

	h. m. s.		h. m. s.
Torpid	2 3 0	Thought	2 4 25

The Thought seemed here to awake to the danger of her position,

as while the Torpid only set a jib-headed topsail she did that which she should have done on the previous round, set a square-headed topsail, after which she evidently crept stealthily but slowly up to her rival; but in vain she endeavoured to cover her and thus take the wind from her, as it was only inch by inch that the Torpid would allow her to close upon her while running for the last time for the Noman which was passed

	h. m. s.		h. m. s.
Torpid.....	3 6 0	Thought	3 6 25

"Any one's race yet," was the general cry on board the steamer, and nothing could exceed the excitement during the short interval of time and space between the Noman and the Nab. And here as the sun burst from a dark cloud to windward, it lit up a scene no less exciting to the yachtsman than interesting to the painter. In the foreground were these two little gems of the ocean, splitting the short waves and dashing the spray over their bows as they luffed round the Nab, while in the back ground were the vessels of the ex. and present commodore of the Victoria, the fine Brilliant and the stately Aline

"Walking the waters like a thing of life;"

with the Wildfire, the victor of many a hard fought field, hanging on her quarter, completing the picture; it really was a beautiful sight! The wind was hardly as strong as it had been on the previous round, still it was strong enough to try every thread of canvas and every strand of rope as they rose and plunged into the sea, and well did the Torpid deserve the hearty cheers that burst forth from the crowded steamer as she neared the Nab; but no less warm was the reception which greeted the Thought, and which she so well merited, the two rounding the Nab:—

	h. m. s.		h. m. s.
Torpid.....	3 22 0	Thought	3 23 14

And now one cheer more could hardly have reached the ears of the Thought's crew before their hopes were doomed to the bitterest disappointment, and one of those accidents which will sometimes happen at the most untoward season befell the little Thought, as she was paying off on the port tack. The hands were in the of hauling the jib-sheets flat when away they went, and the little Thought was left with only her mainsail and foresail to do work of her three sails; the seconds that intervened before the

haul could be let go, the sheet secured, and the outhaul replaced, seemed hours to those who would gladly have seen her reverse the result of the match the day before; and all the seconds which she had regained by the most careful handling, and which had taken her so many miles to accomplish were lost to her in the space of a few yards. It was a cruel mishap and deeply regretted by every spectator, gallantly, however, she struggled against fate, and while the Torpid housed her topmast, making all snug for the beat back to Ryde, the Thought kept her topsail up to retrieve if possible her lost ground, but it was evidently a hopeless task, and though it was considered that she was overhauling the Torpid on the last two tacks before reaching Ryde, still the time remaining was far too short for her to come up with the Torpid. This interesting and exciting match finishing between the flag-ships:—

	h.	m.	s.		h.	m.	s.
Torpid	4	14	0	Thought	4	14	48

And now that the combat is over and the victory won who can or will decide between the conquerer and the conquered? It is true that the Torpid has won her match and that she fairly outpaced the Thought on a wind, back from the Noman to the Middle Buoy, beating her by a minute, which would have been still more had the Thought tacked between the Banshee and Astarte as Mr. Seddon contends that she should have done; on the other hand it must be borne in mind that when the breeze was stronger and steadier than at any other part of the race the Thought fairly outran the Torpid between the Noman and Nab, both before and on a wind, taking exactly twenty seconds from the Torpid on each occasion; then with all due deference, well though the Thought was handled by Herbert, the Torpid was brought to the post with greater care by Penny, and sailed with the utmost caution throughout. Mr. Seddon knew that he had a difficult task to accomplish, and set about it in a way which augers well for that success in the aquatic world which is sure to attend him; his crew was picked with the utmost care, and out of twenty men on board the Torpid, seven of them were captains of yachts: Mr. Jones on the other hand thinking that he had an easy task before him had a much more limited crew and suffered in consequence. Three things are quite clear, the one that Mr. Seddon at this moment owns the two finest little vessels of their class, that a match has been made and won which far eclipses anything in the

memory of the oldest salt, and that the youngest of the present day will in all probability "never see the like again."

Torpid was designed by Mr. J. McCormac, jun., and built at the Northam Iron Works, her sails were by Gordon Brothers, whilst those of Thought were by Lapthorne and Son, and though they have been criticised by a cotemporary nothing in reality could sit better than they did.

ROYAL VICTORIA YACHT CLUB REGATTA.

THE aquatic sports at the Wight were continued by this flourishing club, and there never was such a programme exhibited before, extending over a period of four weeks, for prizes of the value of upwards of £500.

The first match was on Tuesday, 9th of August, for a cup of the value of 100 sovs., presented by the Tradesmen of Ryde, and open to all yachts belonging to the club. The numerous entry showed that the gift was duly appreciated by the yacht owners. It was a time race, Ackers' scale, Thames measurement; the following entered:—

Numbered as in Hunt's Universal Yacht List for 1864.

No.	Names of Yachts	Rig	Tons	Owners	Builders
698	Marina	cutter	65	J. C. Morice, Esq.	Ratsey
341	Emily	schooner	60	E. B. Liebert, Esq.	Wanhill
15	Albertine	schooner	153	Lord Londresborough	Inman
685	Madcap	schooner	74	J. S. A. Dunbar, Esq.	Wanhill
459	Galatea	schooner	131	T. Broadwood, Esq.	Hansen
889	Osprey	cutter	50	F. S. Stanley, Esq.	White
41	Amulet	cutter	51	Rev. J. V. Tippinge	Wanhill
18	Alerte	cutter	56	J. Sladen, Esq.	Ratsey
201	Columbine	schooner	82	L. Fort, Esq.	Ratsey
72	Audax	cutter	62	J. H. Johnson, Esq.	Harvey
28	Aline	schooner	214	C. Thellusson, Esq.	Camper
812	North Star	cutter	21	A. H. Dendy, Esq.	Canada Works
1376	Volante	cutter	60	H. C. Maudslay, Esq.	Harvey

The Volante did not start. The course was from Ryde to the eastward, outside the Noman buoy, round the Nab lightship; thence westward round the West Buoy of the Middle, and back to Ryde, twice round. The hour of starting was 10h. a.m., and in about five minutes after they were underway; at this time the wind, which was a light calm in the morning had become a fresh single reef breeze, south-easterly. The Marina had the best of the start, followed by Emily, Albertine, Galatea, Amulet, with Aline, Madcap, Audax, and Columbine, with North Star, and at a distance Osprey and North Star, whilst Alerte which had the worst start, was some distance astern. Such was the force of the

wind that the Madcap was the only schooner that speculated in canvas aloft. The cutters had jib-headed topsails set; they ploughed through the water at a terrific pace, and the Albertine passed to the fore, ere' they reached the Noman, with Galatea and Aline within 35s. of her; indeed such was the rapidity of the match that the whole fleet had passed the Noman within seventeen minutes after starting, and with only 6m. 20s. between the Albertine, first vessel, and Alerte last. Aline fore-reached Galatea before passing the Warner, and Albertine between Warner and Nab; but Albertine luffed and gave her some trouble before she gave way. They rounded the Nab, amid thick weather and driving rain in somewhat about the following order:—

	h. m. s.		h. m. s.		h. m. s.
Aline	10 33 50	Madcap	10 38 10	Amulet	10 39 25
Albertine	10 34 10	Emily	10 38 30	Osprey	10 40 5
Galatea	10 34 33	Audax	10 39 5	Alerte	10 45 3
Marina	10 38 0	Columbine	10 39 20		

After rounding, Aline struck main-topsail and housed topmasts, Albertine, and Galatea soon after made themselves all snug aloft, and reefed main and fore sails. Passing the Warner the Albertine was following close in the wake of the Aline with Galatea in attendance, and the Marina leading the remainder of the fleet: the wind was about W.S.W., out in the open by the Nab Light, but inside the Warner it was nearly due West. The wind was still on the increase and the Noman was passed in the same order as they rounded the Nab, with only 13m. 44s., between the first and last. The three leading schooners had the game in hand, being more able to contend with the fierce squalls that ever and anon saluted them, yet the Marina cutter perseveringly dogged them, under whole mainsail, foresail, working jib, and jib-headed topsail; then followed the Madcap, carrying both her topsails, and about three or four cables astern of Madcap came Audax with Columbine, Osprey, Amulet, Emily and Alerte in her wake. The Audax's star was paling before the performance of the Marina, while others of the cutters with their topsails on deck, and a reef in their mainsails showed they had got as much as they could carry, and were altogether overpowered by their larger competitors, owing to the force and position of the wind. The North Star about this time gave up and hauled down her flag; at 11h. 30m. the Galatea's mainsail came down by the run, the throat halliards having apparently given way, and she lay thus partially crippled for some considerable time and lost all chance of the prize, the contest for which now really lay between Aline and Albertine. The latter kept her reach for the West Buoy of the Middle, the western extremity of the course, while the Aline, from some undis-

coverable cause, kept more away, and went about, at 11h. 45m., having apparently mistaken the course. The Albertine went about three minutes after the Aline, both standing for the buoy of the Middle; this was rounded as follows by the leading vessels, the Albertine taking the lead from the commodore:—

	h. m. s.		h. m. s.
Albertine	11 51 30	Galatea.....	12 0 31
Aline	11 51 48	Marina	12 2 40

The three schooners only had to make one short tack to the southward after their own reach, but the Marina luffed clear round.

The Aline had temporarily lost the lead, by going out of her true course, but this was soon remedied when she had got round the buoy, and settled down to her work, assisted by a powerful wind on her huge sails, she fairly overpowered her rival, and after some manœuvring the first round was finished off Ryde pier thus:—

	h. m. s.		h. m. s.		h. m. s.
Aline	12 12 5	Audax	12 28 43	Alerte.....	12 33 38
Albertine	12 12 40	Osprey	12 30 42	Emily.....	12 36 0
Galatea	12 20 53	Amulet	12 32 42	Columbine.....	12 49 40
Marina	12 25 58				

Off the Quarantine Ground, a heavy squall struck the Madcap, carrying away her foremast several feet above the deck; fortunately no one was hurt. This of course threw her out of the race, and later in the day she was taken in tow by a cutter yacht into Portsmouth.

In commencing the second round Aline and Albertine had it to themselves, and it was evident the winner would be one or 'tother. The sea was in a fearful foam, and the wind so increased that these vessels deemed it prudent to douse their topsails and house their topmasts, still they flew through the water at a terrific pace rounding the Nab for the for the last time thus:—

	h. m. s.		h. m. s.		h. m. s.
Aline	12 42 40	Albertine	12 44 41	Galatea	12 54 0

The others were not timed. Audax carried away her bowsprit when running between the Noman and the Nab, and bore up for Ryde Roads, where she anchored. Shortly after passing the Noman Galatea came to grief, as she was seen luffing in for St. Helens without a jib, having carried away the tack. She, nevertheless, after gathering in the muslin continued the race pluckily to the finish. The Albertine about same time carried away her jib-boom. Alerte all through seen afraid to carry on, her stick being rather nervous, and off the W— she either struck or carried away her foresail.

The cutters, headed by Marina, were doing their best, but the now lay solely between the Aline and Albertine, and although

former by her great power kept the lead, still the latter maintained her reputation as a fleet craft. Aline at 1h. 35m. was standing down the middle off King's Key, with the Albertine close up, followed by Galatea with a storm jib out on her bowsprit; and the Marina closing the S.E. buoy of the Sturbridge, with her topmast housed, but still under full mainsail, foresail, and working jib. The other vessels were all far astern, with canvas more or less reduced. The Aline made a short tack to the southward, at the conclusion of her long reach westward, and wore round the West Buoy of the Middle at 1h. 47m. 40s.; the Albertine at 1h. 56m. 25s., the latter having lost way considerably. With their booms well over their port quarters, and sheets eased off, the two tore along at a tremendous pace for Ryde Roads, and the race was finished by the first four as follows:—

	h. m. s.		h. m. s.
Aline	3 8 4	Galatea	2 35 55
Albertine.....	2 18 20	Marina.....	2 48 4

	m. s.
Aline had to Allow Albertine	3 12
" " Galatea	4 22
" " Columbine	7 20
" " Madcap	8 22
" " Marina.....	0 45
" " Audax	1 45
" " Emily	9 30
" " Alerte	2 20
" " North Star	15 45
" " Osprey	5 10
" " Amulet.....	4 22

The Aline was hailed the winner.

Second Day, Aug. 10th.—The whole of the yachts present sailed in Divisions, and manœuvred under the Commodore and Vice-Commodore. and as the wind blew strong, the tactics were amusing and instructive. The annual dinner in the evening was attended by about 100 noblemen and gentlemen.

Third Day, Aug. 11th.—The match this day was for a cup, value 50 sovs. presented by the Ladies of Ryde, open to yachts belonging to the club, of any rig. Conditions and course as on the first day. The following entered:—

No.	Names of Yachts	Rig	Tons	Owners	Builders
698	Marina	cutter	65	J. C. Morrice, Esq.	Ratsey
341	Emily	cutter	60	E. B. Liebert, Esq.	Wanhill
15	Albertine	schooner	153	Lord Londesborough	Inman
683	Madcap	schooner	74	J. S. A. Dunbar, Esq.	Wanhill
1376	Volante	cutter	60	H. C. Maudslay, Esq.	Harvey
839	Osprey	cutter	50	F. S. Stanley, Esq.	White
	Vestal	schooner	74	Sir B. Chichester, Bt.	Harvey
459	Galatea	schooner	181	T. Broadwood, Esq.	Hansen
812	North Star.....	cutter	21	A. H. Dendy, Esq.	Can. Iron Wks

Out of this splendid list only three were possessed of sufficient gallantry to hoist their fighting flags, and do battle in honor of the fair donors. The start was punctual at 10 a.m., the wind very light, Marina led, followed by Albertine, and then Volante, who it was surmised did not intend racing, as she had a boat towing astern for some time after getting underway. They passed the Noman in the same order,—the wind dropped,—balloon jibs dragged in the water,—cutters boomed foresails. At 10h. 45s. Albertine and Volante luffed to get into a breeze, and picked it up; Marina becalmed: at 11h. 10m. the Volante passed on the schooner's weather, and at 11h. 32m. served Marina the same, in the run to the Nab; all jibed to port, and shifted balloon for working jibs; and all becalmed. They luffed round the Nab lightship thus—

	h.	m.	s.		h.	m.	s.		h.	m.	s.		
Volante	11	58	15	|	Albertine	12	2	36	|	Marina	12	3	3

Shortly after rounding they jibed to starboard, and reached into Priory Bay, and Nettlestone Point shut them out of view from Ryde for an hour. At 1h. 30m. Marina and Volante passed the Warner nearly stem and stem, Albertine a cable's length astern. They repassed Noman bound to the westward in the above order. The wind what little there was veered to west, but a strong weather tide enabled them to pass Ryde about 2h. 30m., Volante being five minutes ahead of Albertine, and Marina the like distance astern of the schooner: the wind still more changeable, and at 3h. 18m. Volante and Albertine on the port tack reaching towards Calshot; Marina on the starboard standing in for Osborne; all in a dead calm. It was all a matter of chance which would pick up a catspaw, and also what direction it would come from. At 3h. 30m. Volante and Albertine met a breeze; Marina in a calm. The west buoy of the Middle was rounded thus:

	h.	m.	s.		h.	m.	s.		h.	m.	s.		
Volante	3	45	0	|	Albertine	3	52	0	|	Marina	4	6	45

At this period a fine breeze coming up the West Channel Volante and Albertine caught it, and ploughed ahead like an impatient horse, that just had the rein given to him, after being repeatedly pulled. The poor Marina missed this god's-send, and it was pitiable to see her lying nearly motionless, whilst her compeers were revelling in their glk. The Albertine was the first that felt the motive power, and endeavored to catch up Volante, but the latter was also in favor, and they / through the waters with every sail drawing. Off Binstead Alberti. jib-boom under the pressure of a huge balloon broke short off, she a similar misfortune on the 9th. This was a great calamity, as i

lost way whilst clearing the wreck. The first round off Ryde was completed as follows:—

	h. m. s.		h. m. s.		h. m. s.
Volante	4 32 30	Albertine	4 34 30	Marina	4 57 10

This position of the course had occupied nearly seven hours, and great doubts about the *finale* coming off within the prescribed time.

In going the second round the Volante touched on a sand bank to the eastward of Ryde. Albertine, notwithstanding her crippled state, managed to lessen the distance, and when passing the Noman was close up with Volante. They were now becalmed, but after rounding Nab Albertine and Volante crossed the Marina, as she was going out off Sea View. At the Warner Albertine was leading by less than a minute, Volante forereaching her. Just before reaching the Noman Albertine set jib-headed main-topsail, the breeze freshened, and Volante fore-reaching Albertine came out on her weather to the eastward of Ryde pier, which they passed within a few seconds of each other, Volante leading; about this time the Marina was off the Warner. The leading vessels made some short boards to round the west buoy of the Middle. From this there was a fine free wind on the quarter, and of course the powerful canvas of the schooner drove her ahead, and the match was finished off Ryde thus:—

	h. m. s.		h. m. s.
Albertine.....	7 10 20	Volante	7 11 8

At this time the Marina was off Norris. Albertine was hailed the winner.

Fourth Day, August 12th.—There were two matches this day; one value 50 sovs. for cutters or yawls, and one for schooners value 50 sovs; open to vessels belonging to any Royal Yacht Club,—half Ackers' scale, Royal Thames measurement, no restriction as to ballast, crew, or canvas; Victoria Course from Ryde to the Nab, and thence round the West buoy of the Middle back to Ryde, twice over. The following vessels entered and started, the schooners half an hour after the cutters:—

Numbered as in Hunt's Universal Yacht List for 1864.

No	Names of Yachts	Rig	Tons	Owners	Builders
9	Vindex	cutter	45	A. Duncan, Esq.	Millwall I. Co.
4	Volante	cutter	59	H. C. Maudslay, Esq.	Harvey
1	Martha	cutter	74	T. Seddon, Esq.	Day & Co.
1	Shee	cutter	53	J. Jones, junr., Esq.	Owner
9	Osprey	cutter	50	F. S. Stanley,	Camper
10	Osprey	yawl	35	Lord Burghley	Henderson
10	Emmet	cutter	32	S. Lane, Esq.	Wanhill
18	Mosquito	cutter	59	T. Houldsworth, Esq.	Mare

Thought also entered but did not start. They got away on the firing of the second gun at 10h. 5m., and as they had mainsails set were soon under head-sails as well. The wind was about W.N.W., tide going strong to the East. Vindex appeared the quickest and was first under-way, but Volante was soon up with her, and they left the ruck being at Ryde Sand head at least a quarter of a mile in advance, the Osprey yawl being last, with a squaresail set, none of the others set squaresails but boomed out their foresails. The Noman was passed by Vindex and Volante nearly beam and beam; the wind fell now very light, and the sternmost vessels began to crawl up as the fleet drove along more by tide than wind. Off Brading the Osprey yawl which had kept in-shore caught a breeze and passed the others, then the Emmet came up and took the lead.

We must now revert to the next match which was also for 50 sovs. over the same course and conditions as the foregoing. For this the following started:—

Numbered as in Hunt's Universal Yacht List for 1864.

No.	Names of Yachts	Rig	Tons	Owners	Builders.
15	Albertine	schooner	153	Lord Lonsborough	Inman
692	Madcap	schooner	74	J. S. A. Dunbar, Esq.	Wanhill
459	Galatea	schooner	131	T. Broadwood, Esq.	Hansen
134	Blue Bell	schooner	82	F. Edwards, Esq.	Ratsey
	Vestal	schooner	74	Sir B. Chichester	Harvey
28	Aline	schooner	214	C. Thellusson, Esq.	Camper
725	Medea	schooner	68	W. Rideout, Esq.	Patterson

The start took place at 10h. 30m., Albertine, Madcap, and Medea set squaresails, Aline main-topmast-staysail, the others boomed out foresails. Passing Noman, Albertine was slightly leading Aline; Medea bringing up the rear of schooners. They had caught up the cutters, and after passing the Nab, the two matches became mixed:

	h. m. s.		h. m. s.		h. m. s.
Emmet	11 41 25	Osprey (yawl) ..	11 47 25	Madcap	11 48 40
Banshee	11 44 20	Aline	11 46 22	Vestal	11 48 40
Mosquito	11 46 40	Albertine	11 47 10		

The others a few minutes afterwards. There was a fair breeze about S.W., and the vessels flew along against tide at a famous pace for a time, but the wind soon headed them and fell light, and for the two hours the progress was very slow and tedious. The Aline Albertine close together kept their reach to the North for a long tance, also the Banshee. The others hugged the island to shun and catch the breezes, and the Madcap gained much by this.

At the Noman on the return at 12h. 35m. Banshee was leading with Mosquito about 2½m. astern. The Banshee at 1h. 20m tacked for Ryde pier-head from under the north shore, near Stokes Bay pier, but soon went about again to shun the tide along the edge of the bay. The Mosquito came second about a mile astern. Volante and Astarte went further astern and to leeward at Spithead, the Vindex, Osprey, and Emmet being up under the Sandhead. The Aline heading the schooners, at 1h. 55m. was in a line with Stokes Bay pier from Ryde pier, standing along the bay shore, with the Albertine a short distance astern and a cable's length to leeward, the Madcap being about the same distance from the Albertine. Blue Bell came next, with the others at longer intervals. From the Nab to Stokes Bay the wind had fallen very light, but soon after the headmost vessels of each class had entered the bay the wind freshened a little, with a look away to windward that bore the appearance of a coming increase of the breeze as the day wore on. Of the cutters the Banshee was the first to catch the increase in the breeze as it came up from about W. by N., and she went along beautifully under its influence. The Mosquito, from her position as second, next caught it, and a struggle now ensued westward between these respective representatives of steel and iron. They now made the best use of the increase of the breeze and ploughed for the west buoy of the Middle, as they neared however, it was rather baffling, and several had unexpected boards, among them, Madcap which rather threw her out. The buoy was rounded by the leading vessels thus ; Banshee 2h. 53m., Mosquito 2h. 59m. 10s., Volante 2h. 56m. 40s., Astarte 2h. 57m. 37s., Aline 2h. 59m., and Madcap 3h. 4m.

The Banshee, after weathering the buoy hugged the island shore too much, and lost breeze and tide. The Mosquito, on the other hand, kept more off, and, feeling extra tide and wind, passed the Banshee and took first place. The first round was completed by cutters and schooners by passing to the eastward on their second round between Ryde pier-head and the mark boat as follows :—

CUTTERS.			SCHOONERS.		
	h.	m. s.		h.	m. s.
Mosquito	3	26 50	Aline	3	36 30
Banshee	3	28 30	Madcap	3	49 0
Volante	3	31 50	Albertine	3	49 15
Astarte.....	3	37 50	Blue Bell	3	51 20
Vindex.....	3	45 40	Galatea	4	1 18
Osprey.....	3	52 30	Vestal	4	5 35
Emmet.....	4	7 30	Medea	(not timed)	
Osprey (yawl).....	4	19 0			

The Madcap got away from Albertine and kept before her till near Noman, when Albertine went ahead fast and passed through the lee

of the *Vindex* quiet and comfortably. Immediately afterwards *Madcap* came flying up with a good breeze, and without paying the least attention to the loud shouts of warning, quietly ran her jib-boom through the mainsail of the *Vindex*, then, having done the damage, called to the *Vindex's* crew to let go their topping lift, and as soon as the jib-boom was clear, luffed, and tranquilly proceeded on her way. The *Vindex* had nothing better to do than to haul down three reefs in her mainsail, the rent having exceeded above the second reef, and to run back again to Ryde. The wind now rather headed the remaining vessels, and appeared much fresher, and in one of the boards the cap and trestle trees of the *Banshee* all gave way, and her topmast came down by the run. Of course she, too, was obliged to give up, and *Mosquito* rounded the Nab ahead at 4h. 27m., *Aline* at 4h. 34m., *Albertine* and *Volante* close together some minutes afterwards, and the rest following. Between the Nab and the *Noman Astarte's* bobstay went, and she, too, gave up, being much astern at the time. The tide had now turned to the west, and there was a good fresh S.W. wind, so that they soon ran down to the Middle buoy, but shortly after the leading vessels had rounded it the wind fell very light, so that even with sheets off they hardly stemmed the tide. This caused great tailing, and they passed the winning flagboat off Ryde by official time:—

	h. m. s.				h. m. s.		
<i>Mosquito</i>	6	26	50	<i>Aline</i>	6	26	45
<i>Volante</i>	6	55	5	<i>Albertine</i>	6	52	5

Galatea, *Madcap*, *Blue Bell*, and *Osprey* cutter, passed close together some few minutes later. The *Astarte* carried away her bobstay, and gave up, as did also the *Osprey* yawl: *Vesta*, and *Emmet* gave up on the way down. The *Aline* had not been able to pass the *Mosquito* till just as they went by the flagboat, full in sight of Ryde Pier. Of course the *Aline* and *Mosquito* received their prizes, being well ahead. The *Albertine* was found to have sprung her mainmast, and this and the disappearance of three of the best cutters in the second round, was remarkable, especially on so calm a day.

There was a good display of fireworks in the evening from the Club-house, and most of the yachts let off rockets, &c.

Fifth Day, August 13th.—This day was devoted to rowing matches between yachts' gigs, dinghies, punts, &c., for prizes amounting to £48 10s.—This was a great treat for the visitors and inhabitants of Ryde.

Sixth Day, August 16th.—This was an Ocean match from h Torquay, open to all classes of yachts belonging to the Club a splendid cup, value 100 sovs., given by Charles Thellusson, Esq. ;

Commodore. Time race, double Ackers' scale—time to be allowed at starting ; and yawls to be classed as schooners. The following were the entries, and the times at starting ; and it may be necessary to state that, by Ackers' scale, a 44 ton cutter is reckoned equal to a 100 ton schooner or yawl :—hence the Julia 122 tons, took time of Phosphorus 49 tons :—

Numbered as in Hunt's Universal Yacht List for 1864.

No.	Names of Yachts,	Rig	Tons	Owners.	h.	m.	s.
840	Osprey	yawl	25	Lord Burghley, (vc)	9	0	0
812	North Star.....	cutter	27	A. H. Dendy, Esq.	9	3	30
340	Emmet	cutter	32	S. Lane, Esq.	9	11	40
82	Avoca	schooner	50	H. M. Godwin, Esq.	9	14	40
287	Doris	cutter	35	G. B. Fawcett, Esq.	9	16	10
341	Emily	schooner	60	E. B. Liebert, Esq.	9	17	40
134	Blue Bell	schooner	71	F. Edwards, Esq.	9	21	0
685	Madcap	schooner	74	J. S. A. Dunbar, Esq.	2	22	10
	Vestal	schooner	74	Sir B. Chichester	9	22	10
201	Columbine	schooner	88	L. Fort, Esq.	9	26	20
586	Julia	yawl	122	G. Fielder, Esq.	9	33	0
876	Phosphorus.....	cutter	49	Capt. W. B. Bulkley	9	35	40
839	Osprey	cutter	50	F. S. Stanley, Esq.	9	37	0
459	Galatea	schooner	131	T. Broadwood, Esq.	9	38	10
1250	Surge	cutter	52	W. W. F. Hay, Esq.	9	39	20
702	Maritana	cutter	58	Lord Louth	9	46	20
1376	Volante	cutter	60	H. C. Maudslay, Esq.	9	48	40
698	Marina	cutter	65	J. C. Morice, Esq.	9	53	40

The Commodore gave the signals for the start, by dipping a flag from the foremast-head of the Aline. There was a nice E.N.E. breeze and a fair tide—consequently by the time the last got underway the leading yachts were off Osborne, and they formed a very pretty picture tailing on each other. The start was satisfactory, although, not exactly at the prescribed minute ; and the only mishap was the Julia running into Leonora, while at her moorings. The Commodore followed the fleet about 10 a.m. The time observed throughout was civil.

At 9h. 56m., the Galatea overhauled the Phosphorus ; at 10h. 5m., off East Cowes Castle, the same schooner passed the Osprey cutter, which lowered her foresail, set a jib, in place of it, and boomed it out from both tack and sheet, thereby putting herself out of the race. Between 10h. 15m. and 10h. 20m., the Osprey was gaining on the Phosphorus, and the Galatea passed them both, and about the same time the vessels left the Cowes Club-house on their port hand, turned into the Western Channel, and sighted the leading vessels. At 10h. 55m., the Galatea overhauled the Osprey for the third time, and at 11h. 1m., the Julia and the Columbine were both passed by Mr. Broadwood's
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schooner. At 11h. 45m., off Yarmouth, the Marina passed the Maritana. By half-past 12 o'clock all the racing yachts were clear of the Needles west buoy, the Blue Bell being leading vessel. At 12h. 16m., the Galatea passed the Avoca; at 12h. 35m., the Marina passed Doris; and at 1h. 15m., Mr. Morice's ship overhauled in succession the Avoca and North Star, dropping the Columbine at 2 p.m.; at 3 p.m., when Durlleston Head bore North-east by North, the ebb tide was done, and there was a calm. The nasty roll was seen to cause the Emily to cut her maintopsail halliards. The Vestal, Phosphorus, and Surge were together, with the Marina, and the Maritana, astern of them; all vessels drifting idly during a hot and hazy afternoon, with an easterly swell.

At 4 p.m., the Blue Bell was still leading vessel, under St. Alban's Head; nearest to her were the Emmet and Madcap, with Lord Burghley's yawl fourth vessel in the race. The Galatea was fifth, further away from the land; inside of her were the Emily and the Julia; astern, again, of them came the Phosphorus cutter, the Osprey, Marina, and Maritana, in the order named, bringing up the rear of this tedious drifting match. At about 5 o'clock the flood tide made, and the tempers of owners and crews were subjected to still greater provocation. All vessels drove back steadily with the tide towards the Needles, except the Blue Bell, which anchored near St. Alban's Head, as well as the Osprey, Maritana, and Avoca, which let go their anchors at different places. The rules of the Royal Victoria Yacht Club do not permit yachts to anchor during a race, except to avoid danger to themselves or others. In these cases the four vessels, as the sequel will show, became disqualified, a misfortune which fell most severely on the owner of the Blue Bell.

At 8h. 30m., some of the yachts had the wind from W.N.W., others from W.S.W. This latter wind was felt by the Phosphorus, Julia, and Madcap, which were all to the north of the Marina. About this time the Osprey cutter reached to windward of the Marina. The Galatea reports that at 8h. 30m., she had so drifted with the tide that the Needle's light bore N.N.E., only six to eight miles distant. At midnight the Galatea sighted Portland lights, bearing N. W. $\frac{1}{2}$ N., and the Marina's log shows that at 1 o'clock on the morning of the 17th bore W.N.W. At daybreak the weather was calm and hazy. dawn the Phosphorus, the Marina, and the Madcap were grouped together; the Galatea, slightly ahead of the Vestal, the Emily, and Julia formed another little fleet, but neither squadron was visible to other. At 8 a.m., the Marina sighted the Blue Bell, and the ei

vessels named above, together with Mr. Thellusson's Aline, not in the race, turned into Torbay, and passed between the Club-house and mark boat at the following times :—

	h.	m.	s.		h.	m.	s.
Blue Bell.....	9	5	0	Vestal.....	9	47	0
Marina	9	10	0	Osprey	10	1	0
Phosphorus.....	9	35	0	Columbine	10	5	0
Madcap	2	35	10	Emily	10	5	30
Galatea	9	44	0	Maritana	10	18	0
Surge	9	45	0	Emmet	10	18	0
Julia.....	9	45	45				

Blue Bell was disqualified for anchoring during the race, the Marina received the Commodore's splendid prize.

Description of Cup.—The Commodore's Cup is a large claret bottle, to hold three magnums. It is silver, and gilt all over, the chasing and relief being all left dead white, the effect produced by parcel gilding being very rich and effective. The bottle or vase has two very beautiful handles of mermaids, modelled by Jefferson, and each holding in her hand the mystic Syren Lyre, the fishtails and the figures spreading gracefully around the body of the cup, which is surmounted by an infant Neptune, supported by a dolphin. On the plate is the following inscription :—"Presented to the Royal Victoria Yacht Club, by Charles Thellusson, Esq., Commodore, Ocean Match, Ryde to Torquay, August 16th, 1864." The cup is of the value of 100 guineas, and was manufactured by Messrs. London and Ryder.

Ocean Match from Torquay to Plymouth.—With the usual liberality of a thorough yachtsman, Thomas Broadwood, Esq., offered three prizes for schooners, yawls, and cutters, belonging to the R.V.Y.C., the prizes were :—First a silver soup tureen, value 60 sovs., for schooners, time race, three-quarters Ackers' scale ; second prize, a piece of plate, value 40 sovs., for cutters and yawls, and a third piece of plate, value 15 sovs., for all vessels under 40 tons, with the stipulation that no time should be allowed to yachts in the second and third matches.—The following vessels entered :—*Schooners*,—Emily, Madcap, Vestal, Aline, Columbine, Blue Bell ; *cutters*—Marina, Wizard, Volante, Osprey, Phosphorus, Surge, and North Star (27 tons) ; *yawls*—Julia and Osprey. Out of this large entry only, the Emily, Columbine, Aline, and Julia put in an appearance on the morning of the 23rd of August. This was in great measure attributable to the heavy weather and troublous sea, which prevented the vessels from leaving Dartmouth (where they had endeavoured after the Torbay regatta on the prior day).

The course was from Torquay round the Eddystone and into Ply-

mouth Sound by the west Channel. The race was devoid of interest—the Julia having no competitor, and the Aline's superior power and qualities depriving her rivals from all chance. The match was finished by Julia coming in at 3h. 33m., and Aline at 3h. 52m. 30s. Consequently the soup tureen went to Aline, and the second prize to the Julia.

Ocean Match from Plymouth to Dartmouth.—On the return of the yachts—the third prize for vessels under 40 tons, offered by Mr. Broadwood, was contested by Emmet, North Star, and Osprey yawl. The start was effected at 11h. a.m., on the 29th of August, from a signal from Lord Burghley, the Vice Commodore. The flood was running to the eastward, accompanied with a light breeze. The Osprey was the first to take the lead, but the Emmet appeared in good temper. On passing the Breakwater she had gained the lead by about one hundred yards of the North Star. On getting clear of the Sound the wind freshened to a whole-sail breeze from the south-east, varying during the day a point or two either way, thus making a dead beat for the Start point. It would appear that the Osprey, after setting a crowd of canvas unknown to the Solent, such as ringtails and watersails, &c., which might be all very well with flowing sheets and favourable catpaws, yet now made more progress to leeward than otherwise, and consequently she lost all chance. Off the Start, which the Emmet passed at 5h. 46m., well in advance of her competitors, the North Star was second, but far astern. Eventually they contrived to enter the Dart and pass the Castle as follows:—Emmet 7h. 15m. 18s., North Star about 8h. 16m., and the Osprey about an hour afterwards. It will, therefore be seen that the Emmet was the winner, with time to spare.

Ocean Match from Dartmouth to Ryde.—September 1st the yachts prepared to return to their club station—and in order to give a further opportunity for display of sailing powers two prizes of 50 sovs. each were given. One was for schooners only—when the Blue Bell, Columbine, and Emily started; the other for cutters and yawls, in which Julia, Surge, Marina, and Osprey (cutter) contended—not being prepared with the outline of the manœuvres on the return, we add following:—

	THE START.			ARRIVAL	
	h.	m.	s.	h.	m.
Blue Bell	7	50	10	6	44
Columbine	7	50	14	6	46
Emily	7	50	26	7	5

The schooners Aline and Galatea, though entered, did not participate in the contest, but merely accompanied the racers on their return.

	THE START.			ARRIVAL.		
	h.	m.	s.	h.	m.	s.
Julia	7	52	25	6	35	0
Osprey	7	52	12	6	42	15
Marina	7	52	0	6	43	0
Surge.....	7	50	0	Disabled.		

The yachts were towed out of Dartmouth as early as five a.m., at which time a calm prevailed, with very little appearance of a breeze, although the clouds hung heavily around. A breeze eventually sprung up, which enabled the yachts to return to the rendezvous the same evening.

ROYAL NORTHERN YACHT CLUB REGATTA.

THIS was held at Oban, on July 28th and 29th, and strictly speaking was not *the* regatta of the above club, although it was under the auspices and management of the officers and members of the Royal Northern and sailed under its rules and regulations. There were present an immense flotilla of yachts of all rigs and tonnage.

The allowance of time for difference of tonnage was half-a-minute from 25 to 40 tons ; 25 sec. from 41 to 50 tons ; 20 sec. from 50 to 60 tons ; 15 sec. from 60 to 70 tons ; 10 sec. from 71 to 80 tons ; 7 sec. from 81 to 90 tons, and 3 sec. from 91 to 100 tons. No time allowance over 100 tons ; fore and aft schooners rated one-eighth less their tonnage, square-topsail schooners one-quarter less. All yachts under 25 tons to allow half-a-minute time to those of inferior tonnage. No shifting of ballast rigidly enforced.

The course sailed over was from abreast of the flagship out through the north channel of Oban Bay, round a flagboat moored about two-thirds over between Maiden and Gregg Islands, down along the back of the island of Kerrera, which forms the natural breakwater to Oban Harbour, round the Dubh Sgeir Islet at the southern extremity, thence back to the Gregg Island flagboat, down again to Dubh Sgeir Isle, and come through the Sound of Kerrera, winning between the flagship and flagboat moored abreast, distance 38 miles, which, with the additional distance made in turning to windward on both days, gave the length of the course about 46 miles.

Thursday morning opened with a southerly wind and overcast sky ; towards nine o'clock, however, the sun shone out, and the scene from

the shore was beautiful in the extreme ; in the fore-ground lay the yachts not engaged in the contests, gay in all the brightest colours of their festival bunting ; further out loomed the massive proportions of the Lion man-of-war, brilliant with the cunning devices of the signalmen ; whilst the green island of Kerrera, the picturesque ivy-clad ruin of Dunolly Castle on the mainland to the north, the Island of Lismore, with the misty heights of Morven above it, and the rugged peaks of Mull appearing over Kerrera, formed a background that for wild and romantic beauty could not be exceeded. The Valetta, screw steam yacht, Hon. G. F. Boyle, performed the duties of flagship, that gentleman acting as Commadore, in the absence of J. Smith, Esq., of Jordan Hill, who was unavoidably prevented attending the meeting.

The first prize offered was a purse of 30 sovs., for vessels of all rigs (except cutters) of 20 tons and upwards. The following started :—

Numbered as in Hunt's Universal Yacht List for 1864.

No.	Names of Yachts	Rig	Ton	Owners	Builders
942	Reverie	schooner	41	F. Powell, Esq.	Steele
971	Rowena	schooner	60	J. S. Mills, Esq.	Fife
407	Fiery Cross	schooner	53	J. Stirling, Esq.	Fife

The starting gun was fired at 11h. 51m. 48s. The Reverie had her main balloon-topsail and balloon-jib set, in addition to plain lower canvas ; the Fiery Cross, with both topsails and balloon jib ; Rowena with both topsails. It was a very pretty sight as the three vessels made a rush under way. Instantly the gun fired to pass between the flagship and flagboat, no back time being allowed for not getting past within five minutes. The Reverie took the lead in beautiful style, with the Rowena second and Fiery Cross third. After passing Maiden Island the Fiery Cross ran up abeam to windward of Rowena, and passing her took second place. With the wind at S.S.W. it was a run to the Gregg Island boat, the vessels going for it with their sails goose-winged. At 12h. 10m., the wind fell light with the Reverie, whilst the Fiery Cross and Rowena, bringing up a fresh breeze from the land, closed with her fast. The Gregg Island flagboat was rounded the first time by the Reverie at 12h. 21m. 38s., Fiery Cross 12h. 22m., Rowena 12h. 24m. It was a dead beat down from this boat to the Dubh Sgeir Island, three vessels standing over to the Lismore Lighthouse, close hauls the port tack, the Fiery Cross and Rowena holding rather a be- wind than the Reverie, the balloon topsail of the latter not standing well, and shortly after she hauled it down, and set main and f-

working topsails. The Rowena was the first to tack, at 12h. 49m., to port for Kerrera, the Fiery Cross and Reverie, still standing on for Lismore, the former abeam of the latter to windward; and when the Reverie tacked, at 12h. 50m., for Kerrera, the Fiery Cross just weathered her, and immediately went about upon her quarter. From this point it became a regular beam and beam match between the Fiery Cross and Reverie, the former clawing to windward, but the Reverie's head reaching under her lee. What the Fiery Cross gained to windward the Reverie made up by head reaching, her canvas, after three seasons constant use, not enabling her to hold so good a wind as she otherwise could have done. The Rowena in the meantime made a long tack over to the Mull shore, weathering the Duard Point and lying nearly down for Loch Don, and had she got the wind off the land of Mull would have made a splendid hit; as it was, however, the breeze held true, and when she tacked to port for Kerrera again both Fiery Cross and Reverie were considerably to windward.

At 1h. 38m., the breeze freshened very much, accompanied by heavy showers, the Reverie took in her fore-topsail, and drew up under the lee of Fiery Cross, the two vessels watching each other's movements most closely. Again the Fiery Cross made a burst away from the Reverie, but as they drew up with Bach Island at 2h. 12m., there was a heavy squall of wind and rain, during which the Reverie again closed with her formidable antagonist. The Rowena during the squall carried away her jib-boom end, and we need hardly say was placed *hors de combat*, as against she had the damage repaired the other vessels were considerably ahead. Dubh Sgeir Island was rounded the first time by the Fiery Cross at 2h. 23m., and the Reverie at 2h. 24m. The Rowena not timed, as, in addition to the mishap with her jib-boom the wind fell very light with her after the squall had passed. It was a run up to Gregg Island boat, balloon topsails and jibs were set by the Reverie and Fiery Cross, and also squaresails, or rather what might be more properly termed studding sails, that of the Fiery Cross being square and the Reverie's triangular. Passing Bach Island the wind fell nearly calm with the Reverie, whilst the Fiery Cross still carried the true breeze and took a commanding lead, looking uncommonly like as if she wanted to go in and win. Approaching Gregg Island flagboat the Reverie again got on terms with her, but the Fiery Cross looked very vigorous. This flagboat was rounded the second time by the Fiery Cross at 3h. 49m. 30s., and Reverie at 3h. 52m. 20s.; the Rowena re up for the harbour.

On the second beat to windward the Fiery Cross still held the wea-

thergage of the *Reverie*, the latter, as on the first round, head reaching very fast under her lee. They made long tacks between Kerrera and Lismore until 4h. 48m., when the *Reverie* began working short boards along the western end of Kerrera, which the *Fiery Cross* immediately observing, joined issue at once, working tack for tack with her along the land, the *Reverie* closing with her considerably; but the latter, in making a tack inshore, got almost becalmed, whilst the *Fiery Cross*, with her head off shore, took a slashing breeze, and went away again with a strong lead. Both vessels now made a long board over for the Mull shore, on port tack, to weather Dubh Sgeir, and the *Reverie* stood on rather longer than the *Fiery Cross*. The cutters in the second match had now closed up with the schooners, and formed a very pretty sight. Dubh Sgeir Islet was rounded the last time by the *Fiery Cross* at 5h. 40m. 30s. and the *Reverie* at 5h. 47m. It was a reach into the entrance of Kerrera Sound, both schooners setting balloon jibs; the *Reverie* now drew on the *Fiery Cross*. In the Sound the wind was dead aft, and both vessels set studding sails. The *Phryne* and *Kilmeny* were in company with the schooners through the Sound. The *Reverie* now made a grand rush at the *Fiery Cross*, and great excitement prevailed as both vessels drew near the flagship; now the *Fiery Cross* would take a strong puff, and anon the *Reverie* would have her turn, but as they got into the bay the wind became steadier and lighter, and the *Fiery Cross* had still a very strong lead. They arrived at the flagship, after a well-contested and closely-sailed race in the following order and times:—

	h. m. s.		h. m. s.
<i>Fiery Cross</i>	6 27 29	<i>Reverie</i>	6 33 37

The *Reverie* having to receive 4m. 45s. from the *Fiery Cross*, and being 6m. 6s. astern of her, the *Fiery Cross* won by 1m. 21s. This performances of the little *Reverie* against such a fast vessel as the *Fiery Cross* was most creditable, and indicated the possession of great speed and power. The *Reverie* was built by Mr. Steele, the builder of the *Circe*, from Mr. Powell's own lines.

The next race was for a purse of 100 sovs., for cutters of 30 tons and upwards, and for this the *Phryne*, *Enid*, and *Dawn* were entered, the *Phryne* to allow both vessels 5m. each. However this allowance of time did not seem sufficient from the formidable *Phryne*, and the *Enid* and *Dawn* declined starting—the latter vessels wishing for a strong breeze, and the day not promising any very great weight of wind. The committee were now somewhat puzzled to secure a match, when it was proposed to unite the £100 and £30 prizes for cutters, Mr. F

offering to sail against the smaller vessels, giving them their allowance of time, and if the Phryne came in first he would take the £100 prize, but if defeated for it he would lay no claim to the second prize of £30. This spirited offer, which gave the chance of two prizes to the other vessel, with a liberal allowance of time, was at once accepted, and the following vessels came to the start :—

Numbered as in Hunt's Universal Yacht List for 1864.

No.	Names of Yachts.	Rig.	Ton.	Owners.	Builders.
879	Phryne	cutter	55	T. Seddon, Esq.	Hatcher
1598	Kilmeny	cutter	30	A. Finlay, Esq.	Fife
1293	Torch	cutter	15	D. W. Finlay, Esq.	Fife
205	Coolin	cutter	36	T. Stevens, Esq.	Wanhill

The starting gun was fired at 12h. 9m., when the little Torch went away cleverly with the lead, Phryne second, and Kilmeny third, and Coolin fourth. This order they held until approaching Gregg Island Boat, when the Phryne went to the front, and the boat was rounded the first time by Phryne at 12h. 45m., Torch 12h. 45m. 30s., Kilmeny 12h. 46m., and Coolin well up. Immediately after rounding Kilmeny passed Torch and took the second position, Coolin was sailing uncommonly well, and held a remarkably good wind on the starboard tack over for Dunolly Castle, but almost immediately after she bore up, and went into the harbour. For a considerable time the Phryne held the weather gage, and the cutters began to draw up rapidly under the lee of the schooners. At 1h. 59m., we were electrified by observing the Kilmeny on the port tack to weather the Phryne on the starboard tack, leaving no doubt that she had a strong lead at the time. From this to Dubh Sgeir the gallant little ship held tack for tack with the formidable Southampton clipper, and the Dubh Sgeir Islet was rounded by the Kilmeny at 2h. 36m. 15s., and by the Phryne at 2h. 38m. 15s. Both vessels set their balloon jibs for the run up, and the Kilmeny set a square-headed topsail. It was a beautiful race before the wind between them. The Phryne jibed her boom to starboard after passing Bach Island and luffed across the Kilmeny's stern ; both shortly afterwards jibed their booms to port, the Kilmeny still leading, and in the same order they reached the Gregg Island flagboat, which was rounded the second time by the Kilmeny at 4h. 1m. 10s., and by the Phryne at 4h. 1m. 15s. On the beat to windward down to Dubh Sgeir for the second round, the Phryne weathered the Kilmeny at 4h. 21m., both working along the Kerrera shore, the Kilmeny still holding well with her for-

midable rival, and evidently sailed with the closest attention and skill; in fact, at this period of the race the odds were in favour of the Kilmeny being well within her time at the finish, from the style in which she was going. The Phryne held a splendid wind, and Duhh Sgeir was rounded by her for the last time at 5h. 41m. 30s., and by the Kilmeny at 5h. 47m. 30s. The Phryne shaving the islet very closely, shot inside of the Fiery Cross schooner, and went away ahead of her; the four vessels in line entering the Sound of Kerrera, Phryne 1, Fiery Cross 2, Reverie 3, and Kilmeny 4. At 6h. 9m., the Kilmeny ran past the Reverie to windward in the Sound, and the final struggle took place between her and the Phryne, the latter going along at grand speed; but the hardy little Kilmeny was too close to be shaken off by any rush at the finish, and the flagship was reached in the following order and times.—

	h. m. s.		h. m. s.		h. m. s.
Phryne	6 25 18	Kilmeny	6 32 25	Torch	7 41 50

The Kilmeny having to receive from the Phryne 10m. 50s., and being in 7m. 7s. astern of her, was declared the winner by 3m. 48s. The success of the little Scottish clipper against such a justly-celebrated and powerful antagonist as the Phryne was hailed with the greatest enthusiasm, and we certainly do not know which to admire most, the admirable and steady manner in which the Kilmeny was handled, or the perfect good temper displayed by Mr. Seddon under his defeat, and the candid admission of the good points and clever tactics of his successful rival. The Torch received the second prize of £30.

Several sailing matches took place between local boats whilst the yachts were at sea, the principal of which was that between pleasure boats, for a silver cup of the value of £5, and which was won by the Perfect Cure, belonging to Sir D. Campbell, Bart, of Dunstaffnage, defeating the Enilie, belonging to Mr. McLean of Lochbuy.

A ball and supper were held in the New Great Western Hotel in the evening.

Second Day.—The first match was for a purse of 100 sovs., for schooners and yawls of 25 tons and upwards. For this the following started :—

Numbered as in Hunt's Universal Yacht List for 1864.

No.	Names of Yachts.	Rig.	Tonn.	Owners.	Bull
562	Iolanthe	schooner	75	H. Bridson, Esq.	Archib'
407	Fiery Cross	schooner	53	J. Stirling, Esq.	Fife
942	Reverie	schooner	41	F. Powell, Esq.	Steele

The starting gun was fired at 12h. 1m. 20s., and, with a stiff breeze at W.S.W., a splendid start was effected, the three schooners getting away almost beam and beam between the flagships and the boat. The Fiery Cross immediately went to the front, with the Iolanthe second, and Reverie third. The sun at this time shone out strong and the cutters for the second match being under weigh, and circling round in the wake of the schooners waiting for their gun to start, formed a very beautiful sight, and imparted great life and excitement to the scene. It was a run out through the North Channel for Gregg Island boat, the Iolanthe carrying fore and main balloon-topsails, the Fiery Cross and Reverie with working topsails, and all having balloon jibs set, in addition to plain lower canvas. The Fiery Cross took a strong lead, and, with the Iolanthe, rather drew away from the Reverie; the latter, however, soon overhauled them again, and the Gregg Island boat was rounded for the first time by the Fiery Cross at 12h. 24m. 40s., Iolanthe 12h. 25m. 10s., and Reverie at 12h. 26m. 30s. As on Thursday, it was a turn dead to windward for Dubh Sgeir Island. The vessels after hauling their wind stood away on the port tack for Lismore Island; the Fiery Cross shifted her square for a jib-headed main-topsail, and the Iolanthe set a working topsail in place of her main-balloon-topsail, which would not stand by the wind; the three vessels worked long tacks between Lismore and Kerrera islands, the Fiery Cross clawing away to windward of both Iolanthe and Reverie. For a long time the Iolanthe's canvas did not seem to stand well by the wind, and it was a tough struggle between her and the Reverie for second place, the Reverie headreaching, as she had done the day before, in the lee of the Fiery Cross and also of the Iolanthe. At 12h. 48m. 30s., the Fiery Cross to windward, Iolanthe on her lee-beam, and the Reverie on the lee bow of the Iolanthe, were standing out on the starboard tack from the Lismore shore, when the Fiery Cross seemed to get a weather-going tide off that Island that hove her to windward in the most wonderful manner. At 1h. 15m., the Reverie weathered the Iolanthe, and both vessels picked up the Fiery Cross very fast. Shortly afterwards the Iolanthe took in her fore balloon-topsail and set a jib-headed one, and the Fiery Cross set her square-headed fore-gaff-topsail. At two o'clock the Fiery Cross was still leading, with the Reverie hunting her closely, and the Iolanthe close up to both, the vessels working short tacks along the west end of Kerrera Island; the Fiery Cross took in her fore-topsail again, finding it was hampering her in the short boards. At 2h. 14m., the wind fell very light, and the Fiery Cross set her re-topsail. The vessels now stood thus :—The Fiery Cross on the

port tack on the *Reverie's* weather quarter, the latter ahead to leeward, and the *Iolanthe* close under the *Reverie's* lee quarter. At this time the *Circe* and *Rowena* schooners, *Red Deer* yawl, *Penelope* screw steamer, *Clutha* cutter, and *Staffa* committee steamer, were in company with the racing fleet. The cutter race had passed the schooners, and were in their headway. At 2h. 22m., the wind fell very light, and there was a long roll of the sea experienced off *Bach Island*. The *Fiery Cross* got a great slant of wind after passing *Bach Island*, and drew away rapidly from the *Reverie* and *Iolanthe*. *Dubh Sgeir Island* was rounded, the first time in the following order:—*Fiery Cross* at three o'clock, *Reverie* 3h. 5m., and *Iolanthe* at 3h. 10m. All sent up their balloon-topsails and jibs, and set their square-sails for the run before the wind; but it was now a flat calm, and with every prospect of its continuing so; with whatever little air there was both *Reverie* and *Iolanthe* drew up on the *Fiery Cross*, but off *Bach Island*, naught save the tide set them in motion, and it appeared very doubtful whether the vessels could perform the course by nine o'clock. However, at five o'clock a gentle breeze sprang up at S.W., and the *Reverie* and *Iolanthe* ran past the *Fiery Cross* to windward, and took the lead; the wind gradually increased with heavy rain, and the *Fiery Cross* ran up abeam of the *Iolanthe*, making a rush to force a passage through her lee, but the *Iolanthe* forged ahead again, steadily gaining on the *Reverie*, and at 5h. 23m., passed her to windward, and took a strong lead. The *Fiery Cross* next challenged the *Reverie*, and ran up abeam of her to leeward. A stem and stem struggle ensued between them for the *Gregg Island* boat. The *Fiery Cross* at length ran through the *Reverie's* lee, and the flag-boat was rounded the last time as follows:—*Iolanthe* at 6h. 2m. 15s., *Fiery Cross* at 6h. 5m. 15s., and *Reverie* at 6h. 6m.

The wind now shifted to the southward, so that the vessels could nearly lay their course for the *Island Mark* close hauled; the *Iolanthe* led for some time until the wind broke off again S.W., when the *Fiery Cross* and *Reverie* overhauled her; the *Fiery Cross* made a grand dash for the *Island*, but the *Iolanthe* coming with a rush weathered and took it before her, and *Dubh Sgeir* was rounded for the last time as follows:—*Iolanthe* at 7h. 12h. 30s., *Fiery Cross* at 7h. 14m. 50s. and *Reverie* at 7h. 15m. 30s. The wind freshened into a very strong breeze at S.W., accompanied by squally puffs and heavy rain; the *Iolanthe* now went along in grand style, with both her balloon g topsails set, and the three vessels set their balloon jibs on the reach for *Kerrera Sound*; it was a grand bit of sailing from this home to flagship, the *Iolanthe* going like a steamship in the strong squalls.

looking all over as if she would take her time well out of the Fiery Cross and Reverie ; but the two latter clippers never flinched an inch, and for some time it was as pretty a bit of carrying on as could be witnessed. The run up to Kerrera Sound was performed very quickly, and the Reverie began to look uncommonly dangerous to both Iolanthe and Fiery Cross ; as they got into the bay the Iolanthe caught a puff which bade fair to carry her out of the reach of danger ; the fickle squall, however, failed her in the time of need, and then the Fiery Cross got it, and seemed well within her time of Iolanthe, and likely to shake off the Reverie, but the little iron ship was still full of running, and had a slice of fortune too in the shape of a bag full of wind astern of her, and catching the Fiery Cross well up, they arrived at the flagship in the following order and times :—

	h. m. s.		h. m. s.		h. m. s.
Iolanthe	7 50 0	Fiery Cross.....	7 52 22	Reverie	7 56 11

The Reverie having to receive 10m. 25s. from the Iolanthe, and being in 6m. 11s. astern of her, was within her time 4m. 14s.; and had to receive from the Fiery Cross (which was 3m. 18s. within her allowance of 5m. 40s. from the Iolanthe) 4m. 45s., and being in 3m. 49s. astern of her, defeated her for the 100 sovereigns prize by 56s. The Iolanthe being on a long cruise with Mr. Bridson's family, and having all her stores on board, could not be said to be in a fit trim to encounter such fast light weight vessels as the Fiery Cross and Reverie, particularly with such an allowance of time in light winds; indeed the latter vessel may also be said to have been in cruising trim, as she had a considerable quantity of stores on board, and nothing whatsoever was disturbed in her cabins. The Fiery Cross, is, indeed, as her appearance betokens, a very fast and weatherly vessel, and the schooner that defeats her has all her work to do. Mr. Powell's success was hailed with much enthusiasm, as no yachtsman has proved more energetic and persevering in promoting yachting sport, and by none more heartily than his competitors, Mr. Bridson and Mr. Stirling.

The second match was for a purse of 50 sovs., with 15 sovs. for second vessel. The following started:—

Numbered as in Hunt's Universal Yacht List for 1864.

No.	Names of Yachts	Rig	Tons	Owners	Builders
870	Phryne	cutter	55	T. Seddon, Esq.	Hatcher
342	Enid	cutter	57	F. Scovell, Esq.	Wanhill
363	Dawn	cutter	59	M. Dalway, Esq.	Fulton
598	Kilmeny	cutter	30	A. Finlay, Esq.	Fife
1293	Torch	cutter	15	D. W. Finlay, Esq.	Fife

The Phryne was to allow the Enid 5m. and the Kilmeny was to allow the Enid 5m. out of the allowance of time which the latter would have to make to her according to the scale.

At 12h. 11m. 59s. the starting gun was fired, and the Phryne led out past Maiden Island, with Kilmeny second, Enid third, Torch fourth and Dawn fifth. All save the Torch under square-headed topsails, she carrying a jib-headed topsail, Phryne and Enid with balloon foresails, and the Kilmeny with large jib. Gregg Island flagboat was rounded the first time in the following order:—Phryne 12h. 39m. 20s., Kilmeny 12h. 41m. 20s., Enid 12h. 42m. 30s., Torch 12h. 45m., and Dawn 12h. 46m. 30s.

They all stood over for Lismore Island, close hauled, on the port tack, after rounding the boat. Phryne was the first to tack for Kerrera at 12h. 55m., followed immediately by the Enid and Kilmeny, the latter with her topsail down and topmast housed. Dawn passed the Torch and both stood a long board on the port tack to the Lismore shore. Enid now began to headreach very fast through the Phryne's lee, both vessels wetting canvas aloft and aloft; at 1h. 17m. the Phryne tacked to starboard, on port tack, and got between the Fiery Cross and the Iolanthe, with Kilmeny in her wake. At 1h. 24m. the Enid tacked to port on the starboard tack, for the Kerrera shore, and gave a very significant hint of what her intentions were by weathering the Kilmeny. The Dawn was standing over to the starboard tack from Lismore, and the little Torch working a speculation of her own, still held on on the port tack, across the Sound of Mull, and along that shore, lying down for Loch Don to look for wind off the Island of Mull.

At 1h. 49m. the Phryne, Enid and Kilmeny had worked clear to windward of the schooners. The Phryne held a grand wind on the port tack when clear of the west end of Kerrera, with the Enid head-reaching on her lee beam, the Kilmeny just in her wake, and the Dawn drawing well up with them; the Torch still working the Mull shore aboard. The wind falling light as they approached Dubh Sgeir Phryne and Enid drew rapidly away under their large topsails from the Kilmeny, and Enid hunting the Phryne wickedly, and fighting every inch of water with her; the Dawn shortly after weathered the Kilmeny, when the latter sent up her topmast and square-headed topsail. Dubh Sgeir Island was rounded the first time in the following order and time: Phryne 2h. 34m. 30s., Enid 2h. 36m., Dawn 2h. 51m. 30s., Kilmeny 2h. 51m. 40s., and Torch 3h. 3m. 30s. They all set balloon jibs the run up before the wind, it was now flat calm, but the Phryne and Enid had got a tremendous lead, the Kilmeny and Dawn drew a

from the schooners during this calm in the most mysterious manner, as if they were propelled by screws. Torch which was now the sternmost of the fleet, got a light air at 4h. 55m., and hauling her wind went for Kerrera Sound, giving up the race. At 5h. 30m., the Phryne and Enid were up near the flagboat and having hardly any wind, and whilst the Dawn and Kilmeny were carrying up the breeze ; Shortly after the Kilmeny carried away her topsail yard in the sling, just as she was commencing to make play with the leading vessels, and she had to set her jib-headed topsail. The Gregg Island boat was rounded the second time by the Phryne at 5h. 34m. 40s., Enid 5h. 36m. 40s., Dawu 6h. 1m., and Kilmeny 6h. 1m. 30s.

Immediately after rounding the Phryne got flat becalmed, and drifted with the tide : the Enid carrying a gentle air round, and just catching the shift of wind in the southward, collared and passed the Phryne, and was away to the front like lightning ; all the vessels getting the breeze, lay their course down again for Dubh Sgeir close hauled, keeping the Kerrera shore well aboard.

At 6h. 25m., the Enid and Phryne had a slashing breeze ahead, the Enid holding the lead in gallant style, with the Phryne doing all she knew to collar her, the Dawn and Kilmeny going along well, and the three schooners in their wake. At 6h. 50m., the Dawn's topmast rigging appeared to have given way and she hauled down her topsail. Rain and heavy squalls now set in, and Dubh Sgeir Island was rounded the last time in the following order :—Enid 6h. 52m. 40s., Phryne 6h. 53m. 40s., Kilmeny 7h. 7m. 30s., and Dawn 7h. 8m. 30s. The strong lead which the Enid and Phryne had now obtained seemed to preclude the possibility, barring accidents, of the Kilmeny saving her time. 'It was a splendid match between the two former cutters reaching in for the Sound of Kerrera, and there was some very hard carrying on during the squalls. The Enid was sailed well, and though the Phryne made some determined rushes at her during the height of the squalls, she failed to reach her, and a splendid finish was made at the flagship in the following order and times :—

	h.	m.	s.		h.	m.	s.
Enid.....	7	31	40	Kilmeny.....	7	45	51
Phryne	7	31	56	Dawn	7	53	4

The Enid was declared the winner of the £50 ; and the Phryne took the second prize of £15, being 3m. 5s., ahead of her allowance of 10m. 0s., to the Kilmeny.

There were rowing and sailing matches by country boats, and in a match between Valetta's gig and H.M.S. Lion's, the yacht's crew were

successful after a smart contest. The regatta dinner was held at the Caledonian Hotel, in the evening, Sir T. M. Riddell, Bart, of Lunart, in the chair, with Sir Donald Campbell, Bart., of Dunstaffnage in the vice chair. The whole proceedings were wound up by a ball at the Western Hotel.

REMARKS ON YACHTING.

The racing season of 1864 being over, a few words of comment from a bystander in anticipation of your usual careful synopsis may be acceptable, so being much interested in the sport, and having seen a good many of the principal matches, I send some hastily scribbled remarks.

The first thing which must strike any one examining the list of winning cutters is the extraordinary way in which the older vessels have held their own with the new clippers. I do not of course mean by old vessels, the regular bruise waters with cod's heads and mackerel tails, but such as the Arrow, Mosquito, Volante, and Marina of the 1st class; Secret, Thought, and Glance of the 2nd class, and Vampire and Vesper of the 3rd class, who may be called the *aged* racers of the deep. All these except the dear Old Lady, whose name stands second on this list, and nearly first in that of the winners, have been, no doubt, much altered and improved since originally built, but most of them have sailed many seasons in their present shape, and the fact that they are able to go with, nay, to beat the fastest productions of the present day, would seem to show that the designing and building of clippers has hardly kept pace with the enormous increase in their cost, nor as the vastly greater number of regattas, and value of the prizes offered, would apparently tend to produce; and that our grandfathers were not such slow coaches as we are taught to think.

The vessels mentioned above have contended throughout the season with great equality against what I may term the best two and three year olds of the waters, viz. Vindex, Phryne, Astarte, Alerte, Surf, and Banshee of the larger class; Kilmeny, and, perhaps I may add, Torpid, of the 2nd class; and Zerlina, Dudu, Alexandra, Octoroon, Satanella, Quiver, Folly, Torch, and Glide of the 3rd and 4th classes. In these names, and especially amongst the newer vessels will be seen some have done but little, and must have sorely disappointed their own yet still they are undoubtedly fast, and some have been unlucky; tho' not winners this year are likely to prove so next, and in the absence of the great fliers would certainly beat all ordinary craft.

The next points which would strike an observer are the sudden return as in the days of Mosquito, Mystery, Blue Bell, Ino, Ranger, &c., to iron as a material for racing vessels, and the extraordinary equality with which four or five of the best vessels have contended, making a *certainly* beforehand an impossibility, and thereby differing from last year when Phryne or Vindex had it nearly all their own way. The principal scorers this season so far as I have been able to make them out are

Yacht's Names.	First Prize	Second Prize	Value.
Vindex	5	1	£430
Mosquito	5	2	382
Volante	4	1	285(1Ch.ep.)
Arrow	3	0	250
Phryne	3	1	215
Astarte	3	0	210

Of these three are iron and three wooden vessels, another curious instance of equality; and the Vindex, the smallest, heads the poll in value, tho' fallen off from last year, when she netted eight first prizes, £511. She, as well as her owner and skipper, entirely deserve her high position, as she was beautifully sailed throughout, and fought her career amongst her larger competitors with amazing skill and pluck; her skipper, Jack Downes, being A1 in his profession, and her owner by no means requiring a nurse in his aquatic cradle. Without wishing to detract from her merits I may, however, observe that as last year, and as formerly in the Glance, her managers were fortunate in saving time in two or three instances, as in the Mersey, where she had but one second to spare from Phryne, and in Dublin on the second day when she and the other hindmost boats brought up a puff on the Mosquito and Phryne, who had them well beaten two miles from home; but as she met with accidents in the London, Cork, Kinsale, and Victoria matches, it may be said that one race balanced the other, and that on the whole she won on her merits. Indeed in a close haul or dead beat no vessel of them all can shake her off, and she would always be amongst my pick to back throughout the season.

The dear Old Lady comes next, and with an ounce more luck (worth 1lb. of judgment) she would have bested the lot, but had awful hard lines of it both days in Dublin Bay; on the first of which she made a most scientific and beautiful start out of the centre of the ruck, and won all the way for the first round, but while watching the Phryne in the second the Volante gave her the slip, and getting a splendid breeze came down and weathered them all, never afterwards to be caught; and on the second day after reaching throughout, in a desperate fight with

Phryne, fairly chopping her down by her tactics, was becalmed in the mouth of the harbour, and saw her well-earned prize go, by what was graphically described as a howling fluke, to a vessel which she had at one time beaten nearly out of sight, and again in the race for the open cup of R.Y.S., she beat her fleet; but the old Arrow did her in coming in, and the match had to be re-sailed, when it fell to the big one. Such accidents will occur, however, and make up the fun of match sailing, and to help her she carried a heap of talent, her own captain—Wm. Walker—being assisted throughout by his brother, the renowned Tim, who remembering his former triumphs in the old ship, came with his mate and two or three of the well trained crew who sailed the Surge, *Æolus*, and Surf, to assist in keeping his old favorite up to the mark.

The Volante stands next, and by her matches with Mosquito affords a capital means of judging of the value of the alterations she has undergone, as the pair had formerly raced over many a mile of blue water, and invariably to the advantage of the iron ship in spite of the tonnage allowance; but now when the Volante has had six feet to her bows, and her raking stern-post put upright and filled in, raising her size from 48 to 60 tons, she is certainly as fast or faster than her ancient rival in a run or reach, and quite as stiff and able in a seaway, and in spite of the nonsense talked by a writer in one of the sporting papers "about the fair weather Volante," will in a stiff breeze, a little free, show her stern to any craft of her size afloat. She also had one or two mishaps, but sailed well, and nothing could have been more friendly than the contests between the Old Lady and the Old Woman, or, more cheery than the good wishes (bar one) which were shouted from one to the other when they met during a race.

The Arrow, tho' only fourth on the list, has really done the best, as she is this year unbeaten, having started in four matches, and won them all; but much of her success may fairly be set down to her overwhelming size, (really 102 tons, tho' in some way this year she sailed as only 95,) and to her owner's tactics as she keeps about the Isle of Wight, and picks up the cups in smooth water, where she is invincible; but never tries her luck in the Channel, or away from home, where a good judge told me years ago it was useless to sail the Mosquito against the Arrow, bar flukes.

The fifth is in my mind the fastest of the lot, and the head of the last year, when she scored £614,—the beautiful Phryne; and why has not done better this year, and especially how she has got beaten some very second rate vessels it is hard to say. Though her chances have evidently been sacrificed a good deal to her owner's new pet,

Astarte. If he had stuck to his old love he would probably have won more money, and any one who saw the way in which she walked through the lees of the *Mosquito* and *Volante* on the second day at Liverpool, and carried her whole sails as dry as a life-boat, while the others were fairly laid down on their sides in a smother of green water, would have pinned their faith on her ever after; indeed, so wonderful was the way she carried on that day that were it not for the undoubted honour of the gentlemen on board, all members and officers of the club it would have been almost allowable for those sceptics, like "*Seaweed*," "who suspects every one," to think that her trimmers had been busy below.

We come lastly to the great disappointment of the season—a vessel which every one who knew her, when, and for whom she was built, predicted would sweep the Channel, and which began by winning her maiden race in gallant style, but seemed to go off and to get worse and worse until latterly she could not sail at all. To look at her she seems a clipper all over, but from the way she labours in a sea and bobs up and down without going ahead, many good judges suspect she is a trifle too pretty and fine below water, and too laden with lead for the purpose of enabling her to carry enormous spars; any way, however, I predict that she will be improved during the winter, and come out in her proper form next season. Of the formerly famed vessels which tried their speed this year, *Osprey*, *Phosphorus* and *Marina* are best known, and the last has done the best, and beaten *Volante* twice; but it is curious to see how much the first two who were so lately household words with every yachtsman have fallen off when *Mosquito* and *Volante* are doing so well; a new suit of canvas such as they have would probably help them both, but I fear never into their old places. I may add here that, in opposition to what the writer beforehand spoken of may say, I never saw a better mainsail than the *Mosquito's* new one, and it was admired by all, but himself, who saw it.

The *Alerte* and *Banshee* are of the new ships which must have disappointed their owners, although the former looked all over like going, and indeed generally managed to get into a good place, while the latter always went well until she contrived to send her mast over her side, an expensive propensity for her owner, and attributable, like the *Alexandra*, to her being too narrow to give proper spread for her rigging, and to her shrouds being of stiff unyielding steel wire; and a remedy will probably be found before next year.

Of the second class, under 40 tons, there were but few matches, and two more of the old ones, *Secret* and *Thought* had the best of it, tho'

I suspect the Kilmeny and Torpid could beat either of them, or even the old Phantom, though she has not shown this season.

In the third and fourth classes another ancient damsel—the Vampire, has made a good thing of it, having won in six first prizes £137; but she was generally pitted against smaller vessels, 15 and 12 tons, and in these races the extra 5 tons tell fearfully, especially if there be a breeze and a bit of sea. Very few new 20 tonners have been built of late, and Wanhill's last, the Zerlina only started once, when far from ready, and was nearly full of water before the race was over; the fashion of the day seems to run on smaller craft. A few years since 12 tonners were all the go, but latterly 15 seems a more popular size and profitable as the same number of hands will work them, and they gain a great deal of power and room by the increase of size. Of these, the best in Southern waters seems to be the Dudu, which won £67 in two first and two second prizes, and the Satanella with £51, but either of them would have her work to do to beat Fife's new 15 tonner, the Torch; or the Glide, which did so well last season, but has only raced once this year. Amongst the 12 tonners Folly with five first, and one second prize £105 heads the list, having weathered on Octoroon (the best last year) which has two first and one second £84, and Quiver for whom only one triumph is recorded. Ripple on the Irish coast made a sad example of anything of her own class which she met, but was overpowered by Luna, 25 tons, in a heavy sea and three-reef breeze; and Magnet, the former crack of Dublin Bay has done little, in fact, the racing amongst the smaller craft has rather fallen off this year as shown by the number of winners of first and second prizes, which I estimate in a rough way at only 64 vessels in 111 matches, against 70 vessels and 113 races last season, but the cash ran for increased from £4,541 to £4,800.

We come now to the two-masters, though with little time or space left to analyze their performances, and of these I give the palm to Mad-cap, as though of much smaller tonnage she has held her own well with her chief rival the Albertine, and did splendidly in the strong breeze, with which the second day of the Mersey ended, carrying her two topsails on the way up, and coming on the Mosquito's weather in a way which was a caution to cats, and made Tim Walker roll his quid uncommonly as he looked over his shoulder and saw her with her coving board scarce awash, while the green water was rolling up to his feet, and old pet with a deal more of it than she could well manage; she won prizes £290, (if not disqualified at Plymouth,) and carried away foremast while looking well for the Town Plate at Ryde; but the F Bell whipped her handsomely twice, and tho' not lucky, landed £1

besides being disqualified after winning the Torquay match on an utterly absurd rule, differing from that of almost every other club.

The Royal V's, by the way appearing to aim at singularity, as they altered their rule, and allowed shifting ballast, the moment they found all the other clubs uniting in the endeavour to put it down.

The Albertine has sailed a great many matches this year, and when not overpowered by Aline done well, getting four first prizes £275, including Her Majesty's Cup at Cowes, and the Ladies' Cup at Ryde; her main gaff went in the schooner race on the Mersey, which was a sad disappointment to many, as she was doing well at the time, and sticking close to the Speranza, Wanhill's new 105 ton yawl; and if she had been able to sail it out, the match between them would have helped to decide the question, whether yawls are so much superior to schooners, that they should be excluded from sailing in the two-masted races, a point which this season has by no means decided, as although the Speranza and Whirlwind beat all the schooners in their matches, on the other hand Blue Bell beat Minstrel and Osprey, and Fiery Cross the Amberwitch, a fast and fine vessel of her class; but I hope next year that we shall have the matter tried out, as yawls undoubtedly sail with cutters, except when as in the above cases of the Whirlwind and Speranza—and in that of the Julia from Torquay to Plymouth, they meet in heavy weather and are superior in size.

Time and space now warn me to break off my yarn, but should this rough sketch of the doings of our high mettl'd racers of the deep prove acceptable to you and your readers, I shall, with your permission, in a future number further consider the events of the past season of 1864, now alas! amongst the have-beens.

RED WITH WHITE MALTESE CROSS.

Editor's Locker.

SPECTATOR YACHTS.

MR. EDITOR.—My attention has been called to a letter which appeared in your last number, signed "Yachtsman," respecting which, as an owner of one of the racing yachts, I wish to say a few words. It is quite true that, the last few years especially, some owners of yachts disregard the rules which have been generally accepted by the yachting world, of not taking the lead from competing vessels. I can myself bear witness to instances of

this kind in each of the four races for which my vessel sailed during the recent regattas at Ryde and Cowes. But as it is always better not to deal in vague and general charges, I will mention among many others, two most flagrant cases which came under my own notice. On Friday, August 12th, my vessel, the *Albertine*, was sailing for a prize the gift of the Royal Victoria Yacht Club. Whilst close-hauled, we observed on our lee bow the *Cissy*, owned by Mr. Dumas, running before the wind, and naturally supposed that she would keep to leeward of us. She, however to our astonishment, luffed across our bows and passed to windward. Shortly after, another schooner, the *Avoca*, owned by Mr. H.M. Godwin, in spite of timely notice by hailing and waving of hands, bore down upon us, while we were again close-hauled, and effectually took our wind. Mr. Thellusson's magnificent schooner, the *Aline*, was on this occasion so far ahead of us, that it is only on general principles that I wish to enter my protest. Where there are many yachts in a station, if all, or nearly all, follow the example of the *Cissy* and the *Avoca*, it does not require the spirit of prophecy to foretel that yacht racing will become an impossibility.

Yours &c.,

LONDESBOROUGH.

Glen Isla, N.B., August 22nd.

P.S.—I need scarcely add that I have no idea that the owners of the *Cissy* and the *Avoca* had any deliberate intention of injuring the chances of my vessel. It is only against the system, and on public, not personal grounds, that I venture to enter this protest,

MR. EDITOR.—In answer to Lord Londesborough's letter to you of last week, in reference to an unfortunate manœuvre of the schooner *Cissy*, I beg to say that I sincerely regret the occurrence, and that I quite agree with his remarks on the subject of cruising yachts interfering by their movements with those engaged in a match. I can even fully sympathise with his lordship, as to the annoyance to which he calls attention, having experienced it myself when racing on more unequal terms than his splendid schooner has yet had to accept. My excuse for this (my first and I hope my last) offence, is that at the moment in question neither myself nor my captain was on deck, and that the man at the helm was suddenly and peremptorily ordered by a lady on board to get in a position to speak the *Volante*, then to windward of the *Albertine*. The matter caused as much commotion on board the *Cissy* as it did apparently on board the *Albertine*. Although a considerable distance to windward of the latter, the very plain language from the fore part of the vessel was not unheard by us, and I thought at the time that it would have been considered as a sufficient rebuke, and not occasioned my troubling you with the present.

Yours, &c.,

F. K. DUMAS

We have copied the foregoing letters from *Bell's Life*. There were numerous complaints during the season of vessels wilfully (which appear

the case in the present instance,) *showing off* their qualities by mixing with racing craft, whom they *dare not* enter against. It is a species of bombast and vain boasting that cannot be too much condemned.

OLD AND NEW CUTTER YACHTS.

SIR:—My attention has been called to several articles which have appeared in the papers with respect to the late regattas of the Royal Yacht Squadron and Royal Victoria Yacht Club, but more especially to a notice in the *London Standard*, reflecting rather severely upon the builders of the present day for allowing themselves to be beaten by what is described as "one of the oldest of the Squadron's cutters," thereby, of course, meaning the *Arrow*. Similar comments have also appeared on the subject of the sailing powers of the *Mosquito* and *Volante* in comparison with modern yachts. No doubt these vessels have sailed remarkably well this season, but with the exception of the *Mosquito* ("the old *Invincible*") is it correct to consider them as old vessels? Could the *Arrow* have achieved her triumphs without the long bow which she had put on her since 1861? And did not the *Volante* prove last year, before she was altered in like manner, that she was no match for the *Phryne* and other recent craft?

The correspondent of the *Standard* speaks of the *Arrow* as an old vessel, "only slightly altered about the bow," but he must be aware that this alteration gave her, perhaps, two knots additional speed, and converted a fast old-fashioned craft into what is equivalent to a modern vessel of increased tonnage. When the *Volante* came out in 1861 she was confessedly, the fastest vessel of her class in light weather: indeed, few craft of her size could match her at any time, with the exception of the *Mosquito*, but it was notorious that the latter, in heavy weather, could beat her easily. I myself have seen the *Mosquito* run away, hand over hand, from everything both close hauled and off the wind, and it was a common thing in those days for her to beat all competitors, including the *Volante*, in a breeze, 15 or 20 minutes. The *Mosquito* is really the only old *bona fide* unaltered racing craft that can do much in our waters; but this year, instead of having it all her own way in a breeze, we find the *Vindex*, *Phryne*, *Volante*, &c., disputing the post of honour with her in all weathers. At Liverpool nothing could be closer than the sailing on both days; on each there was plenty of wind, and on the first a heavy head sea to work against, and on each day the *Mosquito* was slightly beaten.

Now, with this result, is it not evident that such vessels as the *Vindex*, *Hatcher's Phryne*, and the altered *Volante* (a most beautiful craft, by-the-by, in her present state), are decided advances on those of former years? There is no doubt that old vessels lengthened by the bow have generally turned out uncommonly well; take for instance the *Alarm*, *Arrow*, *Osprey*, &c. It strikes me that the real secret of their great success may be traced to the fact that the midship section of these craft is bolder, and their bearing consequently greater than it is the fashion to build cutters with in our days;

and thus with the addition of a long bow, they acquire speed without loss of power. I think this point is well worthy the attention of our yacht builders. The old Mosquito is quite unique in this respect. With the most unmistakable indications of power and support, in her midship section and at the bow, she combines the peculiarity of possessing a bow much in advance of her date, though not as long as usually adopted now. Any one who has seen this vessel dry must admit that this beautifully modelled fore-body and the fineness of its lines under water, in conjunction with the good bearings from amidships and right aft to the quarter, fully account for her surpassing qualities, both as a racer and a sea boat.

The vessel that has struck me as combining the greatest variety of good qualities, of modern build, is modelled very much upon the above principle. I mean the Phosphorus. Her power in working to windward in a sea is from my own observation, greater than that of the Phryne. That she has beaten off the wind by the latter is no marvel, being the smaller vessel, and not built expressly for racing. But I think it has too readily been taken for granted that she is a beaten boat. Why it is that the same builder has been so much less successful with his last and largest vessel Astarte, I am not prepared to say. She may yet prove herself fast, and it may be her trim has not been found. That she has occasionally shown indications of possessing great speed may indeed be admitted, but hitherto she has not realised the expectations which were formed of her. May there not have been rather too great anxiety to obtain speed, trusting in a great measure to size and power? I think this cutter's general appearance rather suggests this idea, and that a little bolder section would not have made her the worse vessel. I have too much respect for the talent and experience of her designer, however, all of whose models, from the famous little Glance onwards, have been generally proved successes, to speak disparagingly of any specimens of naval architecture, whether wood or iron, coming from his hands; and I make no remark on the subject with great diffidence.

The ocean match sailing, now becoming so popular, is, I hope, likely to prove most valuable in bringing out the good qualities of fine vessels; and I do not think that in these, starved bearings, even combined with a depth which secures the capability of holding a good wind, will be found to hold its own against a bold, honest, midship section, even with less depth, when aided by a good modern bow.

Yours, &c,

Liverpool, August 18th.

A MEMBER OF A ROYAL YACHT CLUB.

TO CORRESPONDENTS.

Several communications have been received respecting regattas, &c., but late for insertion this month. We therefore respectfully request our correspondents to forward their favors earlier.

All Communications to be addressed 6 New Church Street, N.W., London

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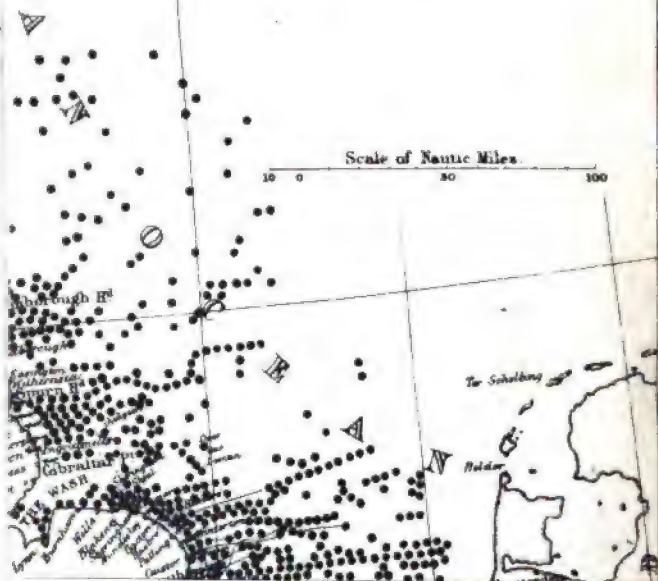
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HUNT'S YACHTING MAGAZINE.

NOVEMBER, 1864.

YACHTS AND YACHTING.*

BEING A DESCRIPTION OF THE BUILDING, MASTING, RIGGING, SAILING AND
GENERAL MANAGEMENT OF YACHTS.

CHAPTER XXXVIII.

IN tacking a vessel the operation seems so simple, as almost to render any observations on the method of performing it unnecessary; nevertheless, my young yachting friend, I will endeavour to show you that there is a right and a wrong way of doing so, and that under various circumstances different methods may be employed with corresponding advantage. You will perhaps exclaim, "Pooh! I have seen it done so often, I can't make a mistake,—why it is only putting the helm down, and round the vessel comes!"—Very true, that is the simple *modus operandi* explained in a very few words; but just take the tiller for a moment and try a tack or two—that's it! Now then, you have her in irons—that is she will neither pay off on the other tack nor fill again on the one you had her on, and perhaps you will be good enough to explain how this occurred, as you seem to understand how a vessel should be tacked very clearly. You cannot say! Well then, I shall endeavour to show you how this mishap occurred,—when you took the helm in hand, you steered the vessel very fine, that is, too close to the wind, and then putting it down suddenly, and hard over at the same

* Continued from page 454.

time to her very rail, she having but little way from the fine steering, lost it altogether just before coming fairly head to wind, this you could feel by the tiller ceasing to press against your hand, and then having a tendency to remain over against the rail as she commenced to make a stern board, that is, to gather way astern. So now to get out of the scrape keep the helm down, and as the wind is light order the fore or jib sheet to be hauled a-weather to help her and her head will pay off on the original tack she was on,—say the port tack; the tiller being kept to starboard the rudder will be over to port at an angle with her keel, and when she begins to go astern her stern will be forced up to the wind by the action of the water against the back of the rudder, and her bow falling off assisted by the head sails, her mainsail will again become filled, then trim aft the head sails, right the helm, and away she goes again.

Now, Mr. Yachtsman, this next attempt must not end in failure, you have smooth water, a nice working breeze, and a smart ship under you, so stand up to your helm with confidence, and make sure work of it: when you want to tack sing out to your crew forward "Ready about!" in a loud, clear, and determined voice,—that there may be no mistaking an order, always accustom the member or members of your crew to whom it is addressed to repeat it, in distinct tones,—thus the answer to your order should be "Ready about it is, sir!" and then the hands proceed at once to stand by the lee and weather jib and foresheets. Now, in order to keep your vessel well in hand, and ensure her having rattling good way on, keep her off a half or whole point until her sails are clean full, just as you would give your hunter a rouse up when coming at a jump you mean to get over surely and fast, and when you feel you have her at top speed, and in good command, sing out "Helm's a-lee!" at the same time (you are on the port tack mind!) putting the tiller very gently down to starboard, and not more than half over; she will fly up in the wind, and the hands should lift the sheets just as the last air leaves the sails, and not a second sooner, right your helm a little and keep her flying into the wind as long as she has good way, and the moment you feel her slacken then put the helm three-quarters down, and round she comes sharp; keep an eye to what was your weather, but now becomes your lee jib-sheet man, that he does not haul the jib-sheet aft until the sail has blown clear of the stay, if he does the sail will be taken aback, and a very neatly executed tack

may be spoiled by his clumsy handling of the canvas : with moderately smooth water and a good working breeze a cutter sharply handled never requires the fore-sheet to be kept to windward, both sails should go over at once, and be sheeted home : by practising the above method of tacking you will gain considerably to windward in the act of doing so, besides ensuring that your vessel will never miss stays, and it must be a poor tool of a ship indeed that will not head-reach well in stays, before she requires the lee helm to be sharply given her, and this property should never be neglected in open sea work, as it is of material assistance in shortening the distance to be got over.

I have endeavoured to show you the difference between getting a vessel well in hand for tacking, and attempting to do so with but little way on ; but there is another erroneous method of tacking even with the best way on that causes a vessel to lose speed, and sometimes to miss stays ; if the helm is put hard down as it can be at once, and that the sheets are not lifted on the instant, she will lose way, make a bad tack, have to keep the fore-sheet, and sometimes the jib-sheet to windward to pay her head off, and will be very sluggish in getting away on the other tack : it is bitter bad helmsmanship to tack a vessel after this fashion in open water ; and a vessel worked as I have previously described, will leave such a handled craft miles astern working to windward.

You must bear in mind the action of the water upon the rudder when it is put over has the effect of moving the vessel's stern aside, either to port or starboard, and that she turns apparently upon a point about one-third of her length from her stem, so that if she be turned suddenly and violently, and that her head sails are still drawing, the two forces become antagonistic, and the result is that her way is stopped, but if it be desirable either to avoid collision, or in working up a narrow channel going ashore, to jam the helm hard down suddenly then the head sheets should be let fly at the instant, when her mainsail acting with the rudder will force her round with great rapidity, but with her actual speed in the direction of her keel much diminished, still, however, leaving her sufficient to be in command by the helmsman for any ulterior manœuvre that may be necessary.

I have more than once seen in nautical writings, and heard nautical men use, the expression " she whirled round on her heel !

nothing can be more erroneous or contrary to the fact than this, as the observation of a vessel's movements under weigh will amply prove. You may greatly assist a vessel in tacking, whether you wish to make a long-reaching tack in which it is desirable to maintain speed throughout, or when making a rapid tack with the speed diminished, by stationing a hand at the main-sheet, and as she comes, about and the wind lightens in the sail for him to keep rounding in the slack of the sheet so as to keep the wind in the sail to the last moment; in the long tack this springs the vessel still further ahead, whilst in the short one it helps to force her stern round more rapidly in the direction which the angle in the rudder forms with the keel imparts to it. In tacking a vessel during a fresh gale and with a heavy sea running, somewhat different tactics to those that can be relied on in smooth water become necessary; your vessel will be of course under reduced canvas, and although going along at "high rate of speed," yet from her plunging and uneasy motion in the broken water you cannot rely upon her with the same degree of certainty as if all her canvas was spread and the water smooth; neither will the action of the water on the rudder be constant from its being occasionally lifted out of the water, for instance you see a huge wave with a broken curling mass of seething foam capped top, coming down upon you, at which you must boldly put your vessel, and entering her fairly to its crest drop her down skilfully across the back, keeping your reduced canvas clean full except just at the moment of entering and passing the crest, when you may be forced to give her a shake up in the wind for a second or two: to attempt to tack a vessel with such a sea coming down upon you would be sheer madness, for should you put the helm down—the advancing sea taking hold of her deep keel, would counteract the effect of the rudder, and the wind being beaten out of the reduced sails by the violent motion imparted to the hull, she would plunge heavily into the succeeding trough with her way quite stopped; her decks becoming full of water, and herself quite unmanageable; the next wave would box her head off,—no matter whether upon the desired tack, or all aback, and rolling her broadside on before it, a regular green sea over all must be the result, leaving a clear deck and perhaps somewhat more than the mast over the side.

It is a well-known fact, although I never could ascertain any precise rule under the laws of hydrodynamics why it should be so

nor have I ever known any clearly explained solution of the phenomenon advanced by hydrographers, that three very heavy seas will follow each other in rapid succession, succeeded by comparatively smooth water, and this has been observed not only in confined channels but in the open ocean, when moved by more than ordinary atmospheric influence: bearing this in mind therefore, when you are caught in heavy weather beating to windward, watch for the smooth that invariably succeeds these weighty seas, and when you are about to tack send your smartest hands to the head sheets, for a mistake at such a time might involve results of a serious nature: you must keep good way on your ship, and at the same time humour her to the seas, but watch keenly for the smooth, keeping the vessel well in command, and the moment you are in it put the helm down rather more sharply than you would upon ordinary occasions, at the same time handling the head sheets very quickly, she may require to be helped with the fore-sheet kept to windward for a second or two to pay her head off, but it should be done carefully and not kept up a moment longer than necessary, as it tends to stop her way. In a short and heavy sea, should the vessel be tender, and that you are sailing her under the reefed mainsail with the foresail stowed, and a small jib set, she must be handled whilst tacking very sharp indeed; if it be found that she requires paying off, then the jib-sheet must be kept up, and it is always good to help a vessel by hauling in the main-sheet hand over hand until she is head to wind, when it may be eased away and the boom shoved over, if the mainsail should prove too powerful for the small jib, and that she threatens to bring up in the wind notwithstanding the jib-sheet being kept to windward, then the main-sheet should be eased away until you get way on her, very little will do, and then to get her speed on as quickly as possible, trim the jib-sheet aft the moment her head begins to fall off, hauling in the main-sheet again gradually when you have her under perfect command; in this latter case also it may happen that just as she comes head to wind a sea may strike her on the weather bow, and filling the jib take her aback; this is a very unpleasant position to be caught in, but prompt action will soon take you out of it, keep your main-sheet fast, right the helm and put it a-weather, let the jib-sheet fly and she will make a stern board, being brought up by the mainsail as if she were lying-to, and the tiller being a-weather with the rudder to starboard when she makes

stern way it will shove her stern up to starboard, and her head will pay off on the opposite tack; help her now by hauling up to starboard the jib-sheet, and either run up the foresail trimmed to give her way, or ease off a little the main-sheet.

In turning to windward in a narrow channel with a large and fast vessel, and that reefs and shoals are on each hand, it may be necessary to deaden her way, and just merely keep her in command; by tricing up the tack of the mainsail pretty high, and keeping the fore-sheet to windward you will accomplish this, as the reduced mainsail will lessen her speed, and the foresail being eased down just as she comes round and kept fast to windward will prevent her head-reaching in stays, and make her come about in a handy space, giving time for sounding or observations. In tacking with the tide in your favor, the vessel will require very small helm, let her take a long run with the tide in stays, just merely keep her in command with the tiller to ensure her coming about. Every strong puff of wind that you get ease her to it, and let her run up to windward with the tide. In rivers such as the Thames and Mersey it is astonishing what a distance to windward can be gained by judiciously working a weather tide in tacking. In the open sea the tides do not run so strong, and the further from land the weaker, until there is scarcely any motion perceptible.

With a lee going tide you must work the vessel sharp, for if you give her too long a run in stays, the tide may catch her with slack way, and heave her away on her broadside before she again gets speed on, thus losing more than double what it was designed to give by running head to wind; therefore in turning over the tide, you must keep good way on the ship, and giving her the helm smartly do not allow her to hang a second in stays, always keep her going. Some helmsmen have what is called amongst sailors a sort of gift in working a vessel advantageously over a tide, but this consists of neither more nor less than watching their wind very closely, and working the tide so that it shall take the vessel on the lee bow, and instead of heaving her to leeward as it must do when striking the weather bow, forcing it to assist her to windward: this is a great perfection in a helmsman, and one which will repay a yachtsman, the time and patience devoted in acquiring it; of course a good deal depends upon the steadiness or otherwise of the wind, but with a good breeze, and working the tacks sharply a good hand by skill-

fully underbowing the tide will make nearly as much of it, as if he had a weather going tide to help him at the moment of tacking; what he loses in the act of tacking against a lee going tide, he ought to make up by underbowing on the board to port or starboard.

There is one point in connection with the subject of turning to windward, and in fact generally with yachting, that in itself although extremely simple, has been matter of much perplexity to many; one can understand the difficulty an amateur sailor not thoroughly versed in, or practically acquainted with working a fore-and-after labours under; but I have seen professionals, accomplished seamen, and thorough good hands taken aback when two cutters have been approaching each other on different tacks, by the question, "Are we on the right tack?" strange it may read, but it is nevertheless true, that I have known instances of as good sailors as ever walked a plank, that if you gave them an Admiral's commission could not tell when a cutter was either on the port or starboard tack; and I have seen veteran yachtsmen, heroes of many a hard sailed match, completely puzzled when on the verge of a collision, and ask with a bewildered air, "What tack are we on?" A simple rule if borne in mind will remove the doubts that will sometimes arise on this subject in moments of excitement; when the wind is blowing on the starboard bow or side of a vessel, and that you are standing aft with your face to the bow, the *port* jib and fore-sheets will be sheeted home, the boom will be on your *port* or left hand, and the vessel will be on the *starboard tack*. When the wind is blowing on the port bow or side of the vessel, and you stand facing the bow, the *starboard* jib and foresheets will be sheeted home, the boom will be on your *starboard* or right hand, and the vessel will be on the *port tack*. The rule of the sea in yacht sailing is that a vessel close-hauled on the port tack always gives way to a vessel close-hauled on the starboard tack, and that a vessel sailing before the wind always gives way to a vessel close-hauled on either tack.

(To be continued.)

FLAGS OF THE ROYAL NAVY.

H~~ER~~ Majesty has approved a memorial of the Lords of the Admiralty, recommending her to prescribe the discontinuance of the division of the flag officers into the red, white, and blue squadrons, and to order and direct that the white ensign, with its broad and narrow pendants, be henceforward established and recognized as the colours of the Royal Naval Service, reserving the use of the red and blue colours for such special occasions as may appear to us, or to officers in command of fleets and squadrons, to require their adoption; the white flag with a red St. George's cross to be borne by admirals, vice-admirals, and rear-admirals on their respective masts; commodore's of the first class to carry a white broad pendant with the red cross at the main-topgallant-mast-head; commodores of the second class a similar broad pendant at the fore-topgallant-mast-head; and senior officers when two or more vessels are present, to bear the broad pendant at the mizen-topgallant-mast-head. The blue ensign and Union Jack with a white border to be carried by vessels employed in the service of any public office; by vessels employed under the transport department and the civil departments of the navy (with the seal or badge of the office to which they belong, as at present), and, under our permission, by ships commanded by officers of the Royal Naval Reserve force, and fulfilling in other respects the conditions required to entitle them to the privilege. The red ensign and Union Jack with a white border continuing, as at present, the national colours for all other British ships, with such exceptions in favor of yachts and other vessels as we may from time to time authorize to be distinguishing flags.

GARIBALDI'S YACHT.

THIS yacht has at last left our shores, under the care of Capt. Campbell and five men. Mr. Richardson, of London, bought her for £700, which must not in any way be looked on as her value, as it was entirely owing to the fact that she was required as a present to the noble man who so lately visited us that her price was so low. She was built a few years ago by Mr. J. White, so that her qualities may be depended on as good. We hope that her future may be as bright as if she had remained in England.

REMARKS ON YACHTING.

SIR.—Your kindness in letting my hasty scribble on the events of the racing season of 1864, appear in your last number encourages me to send you a sequel to it, more, however, in the hope of eliciting some comments on the same subject from other and more able pens than from any idea that my crude remarks will be very interesting to your readers. I have already analyzed the performances of the principal winners in the open races, and it now remains to say a little on the private matches, before proceeding to the other points which have caught my attention. Match making (at least on the water) appears to have been at a sad discount this year, as contrasted with the numerous and interesting contests which we had in 1863, owing, chiefly to the abundance of sport provided by the open contests, and especially to the institution of what have been rather absurdly called Ocean matches, but which are really spins from port to port, either for prizes offered, or for sweepstakes among the racers. These have been greatly the fashion since the Royal Thames Club took them up, but they were commenced by the Royal Cork Club, and sailed from Dublin to that port in 1860-1-2, producing much sport. Owing to these or other causes only two matches, and these between small craft have caught my eye, always excepting that most interesting one, or rather "*Tria juncta in uno*," between the Thought and Torpid.

This event or events from the novelty and largeness of the stake involved, from the great reputation of one at least of the beautiful little vessels engaged, from the fact of the other having been built expressly to beat her, and from it being virtually a contest between the new and old school, wood v. iron, &c., excited from the day when it first came on the tapis the greatest interest amongst all yachtsmen. I was unlucky enough not to witness the contests, but it would appear that although the race the first day was not so close as was expected, owing to some bad luck, and I fear some bad judgment on the side of the Thought party, that on the second day fully made up for it, and was a beautiful example of skill and science. It was either's race throughout, and the smallest mistake or accident would have, and indeed did, prove fatal. The result was I confess what I expected, as it was hardly to be believed that with Mr. Seddon's experience, luck, and disregard of expense, he would not be able to get a vessel built in 1864, to beat one rebuilt in 1854, and which had been at hard work ever since; but the closeness of the contest and the little real advantage

in speed which one had over the other, tends much to prove the truth of my observation in the beginning of these remarks, "that the new vessels appear to be but little faster than the old, as shown by the prize sheet of this year." I should much like to see the trial carried out next season, and hope that at some regatta the Phantom and Thought will meet the Torpid and Kilmeny, when the result will be most interesting to yachtsmen.

The list of owners of the winning vessels contains most of the names which we have been accustomed of late to see there; and amongst them, Duncan, Chamberlayne, Londesborough, Seddon, Jones, and Parry, are most conspicuous; but a few well known ones are missing, Broadwood, Couper, Turner, Marshall, Lane, Johnson, and Groves not being in it; a crop of new and fresh ones however is springing up, Maudslay, Dunbar, Houldsworth, Sladen, Stanley, and Finlay, all of whom we hope to see sailing their vessels next year, with equal pluck, and with more luck than some at least have met with this season.

Amongst the captains who have steered their charges to victory Penny, Nichols, Herbert, Dyke, T. Dutch, J. Downes of Vindex, Tim and Will Walker of Mosquito, Kellaway of Astarte, Thompson of Phryne, Joe Barr of Banshee and Thought, and Truckell of Vampire are best known, and well kept up their reputation, while Dan. Hatcher and Wull Fyffe, both capital hands at making a craft do her best generally, gave their assistance to their newest or most favourite piece of work.

The best bits of jockeyship I saw, or heard noted, were J. Downes' start the second day in the Mersey, when he took the Vindex to the front and skimmed along the edge of the bank, letting no one go by him to windward, while they could not attempt it to leeward, and so holding the whole fleet until the squall caught them which made such havoc with the topmasts; and the way Tim Walker screwed the Mosquito out of the middle of the ruck at starting from Kingstown harbour the first day, and went out on her right tack across Vindex and Volante, putting them both about and gaining a lead which he kept more than half way home; also his tussle at tack and half tack dodges with Phryne the second day, ending by his edging down on, covering, and stopping her, thereby revenging a similar knock down very skilfully administered to him the day before by the Volante. The finishes also were often too close to be pleasant for owners, *vide* Astarte having only 35 seconds to spare from Volante in the London match on the 30th of May, and by the way we may here enquire how it was that Astarte was made there 75 tons? while by the same rule of measurement she was next day at the Royal Thames match, and ever after during the season classed as only 73.

Vindex winning by 1 second from Phryne the first day in the Mersey, and losing to her by 8 seconds the second day, were near squeaks; while at Dublin Secret held the cup from Luna, by only 48 seconds, and on the second day Phryne, Mosquito, Vindex, and Volante came round the flag-boat in a bunch, Mosquito really leading by about one yard, though the official time by some mistake made Phryne first by 25 seconds, Vindex of course winning by the allowance; while to vary the scene the Ripple in the small class beat her opponents one hour in five.

The regattas this season, although generally fortunate in weather, except the Royal Thames and Royal Mersey, who had storms of wind and rain, and Royal Yacht Squadron and Royal Western of England who had calms, were unusually productive of accidents to spars, sails, and gear, either from collisions, or over carrying on; Banshee was dismasted at least twice if not three times, Alexandra once; Madcap lost her foremast, whilst Mosquito, Thought and Speranza were reported as having sprung their sticks, and the destruction of bowsprits, jib-booms, gaffs and topmasts was appalling to read of, four of the latter going all together in one squall at Liverpool.

The Channel matches must have taken a great deal out of vessels owing to the longer strain on gear, and the rough water, indeed the state in which many of the craft arrived in Dublin after the two days at Liverpool, and the races across channel, must have been particularly unpleasant to their owners' cheque books: luckily for them they have escaped shot bags this year, and the expense and trouble of employing men to smash everything in their cabins with three or four tons of shifting ballast, and I trust this nuisance will never be revived. It will not if the clubs stick to each other, and strictly refuse to have shot bags, &c., *on board at all*, while every owner both on shore and afloat should lend his influence to prevent their re-appearance. I do not expect it will *be said* that many vessels *had them* this season, and did not hear it whispered that they were in use at any match at which I was present.

I under estimated in my last, the number of matches and winners, as on more careful inspection of the returns it appears that there were 76 separate winners of first and second prizes in 124 matches, aggregate value about £5,360. Of these 61 races were under the management of 13 of the Royal Yacht Clubs; the Royal Northern, Irish, Eastern, Welsh, and Holyhead having held no regattas, and those of the Royal Dee and Boston being very small and local affairs, 16 were under five yacht clubs not being royal, and 47 were held at twenty-four of the outports, and were many of them of minor importance; but the diversity of the management shows clearly the great value which it would be both to

owners and to regatta committees themselves, if a good, clear, and comprehensive set of Sailing Regulations were framed, and universally adopted, by which the mode of starting, measurement, time allowance, number of hands, sails, &c., allowed would be regulated. These points are always a fruitful source of disputes, and should be settled on some fixed principle. The publication in your *Magazine* of the Sailing Regulations of the Royal Thames Yacht Club is a step in the right direction, as they are likely to come into pretty common use, and tho' disagreeing with the policy of limiting the number of hands or sails, the latter being a direct premium to the professional racing vessel, or dictating the mode of setting them, which in the question of booming or bearing out, creates disputes, and the starting with the heavy sails on deck until the gun fires, a practice which is liable to many objections, I am certain their universal adoption would be a great improvement on the present system, and perhaps, as the importance of the prizes and of the sport increases, we may see some governing body formed to regulate and decide questions in disputes analogous to the "Jockey Club," the "National Coursing Club," the "Marylebone Cricket Club," &c.

One rock ahead, I would venture to point out, on which provincial regattas often split at present, viz. the unwise provision usually inserted in their programme "*three yachts to start or no race*," which effectually prevents owners from taking their craft to out of the way stations, as they have the chance that after all their trouble and expense in going there, a want of other yachts, or a captious and disagreeable owner may make the whole affair fall through, and thus they may have their voyage for their pains. How often this happen your readers and those of *Bell's Life*, well know, whereas, if the prize offered was given if *any yacht* appeared to contend for it, many more would be sent, and much less chance of disappointment ensue, to say nothing of the Committee being saved the unpleasant task of going round coaxing owners of non-racing yachts who happen to be in the neighbourhood, to enter and go to the post *just to make up a race!*

In concluding these remarks it would seem a good time to again advert to a project which I have before brought forward in your *Magazine*, and which comes appropriately when winding up the racing season, viz :—That it would add much to the interest and excitement of yacht racing, if a Champion Prize could be established; which should fall as far as possible to *the fastest and best yacht* of all nations, rigs and sizes, (this latter within some restriction, to prevent mere brute force and power of purse carrying the day), and so form a sort of voucher for her prowess. At present there is no particular prize which can be

considered *the* race of the year, and which is open to all comers, the nearest approach to it being the £100 prizes at Liverpool and Kingstown, and what I should propose would be to buy by subscription a really handsome piece of plate, say value from £300 to £500, which should be sailed for annually at the regatta of the five or six principal yacht clubs in regular rotation, for instance Thames, Solent, Mersey, Clyde, Cork, and Dublin Bay. The Committee to add £100 in cash for the winner, in addition to the possession of the Champion Prize for one year; name of winner, &c., to be engraved on it, course not to be less than 40 miles, and the allowance of time and conditions to be fixed and unalterable. This should be open to pleasure yachts of all sizes and nations, not exceeding about 250 tons. No restriction in hands or sails, or anything except the use of shot bags or shifting ballast. If such a prize was instituted it would surely be greatly sought after, both amongst our yachtsmen and those abroad and in the colonies, and would be the means of bringing over vessels which, like the *America*, might prove of the greatest use to our own builders by opening their eyes to new plans and ideas; while it would also induce our wealthy owners to build new clippers to compete with them.

If the project was once set on foot by a few influential men, such as Capt. Thellusson, Messrs. Broadwood, Seddon, &c., it would not be hard to keep it afloat, so as to have the first race next season, and once alive it would keep itself going, as the National Cup should never be won out and out, but go on like the Eclipse whip at Newmarket, each year gathering fresh value and interest from the hands it has passed through, while the £100 would pay expenses, and be eagerly given by any club to secure the *eclat* of such a contest at their regatta, and at the same time the variety of the nature of the course and locale, would keep up the interest and tend to prevent the cup lodging too long in one owner's hands.

Yours, &c.,

RED WITH WHITE MALTESE CROSS.

Summary of Yachting in 1864.—As it is our intention to give a list of winners in the December number, we request owners of such vessels to forward immediately amount of prizes won, and where, and whether first or second.—Our respected correspondent's ("White with Red Maltese Cross") favor and will be embodied in that list,—and we take this opportunity of thanking him.'

PORTSMOUTH AND SOUTHSEA REGATTA.

AN energetic committee of gentlemen having succeeded in providing the "sinews of war," this regatta came off on the 10th of August, which being a non-racing day at Ryde, some of the "cracks" from that place were present and contended.

The first prize offered was a cup, value 50 guineas, for yachts of 30 tons and not exceeding 75 tons, belonging to any royal club; with 20 guineas for the second vessel; entrance £2 2s.; four to start or no second prize to be given, and if not three start no race. For this the following started:—

Numbered as in Hunt's Universal Yacht List for 1864.

No	Names of Yachts	Rig	Tons	Owners	Builders
1248	Surf.....	cutter	52	G. Harrison, Esq.	Fife
768	Mosquito	cutter	59	T. Houldsworth, Esq.	Mare & Co.
1359	Vindex	cutter	45	A. Duncan, Esq.	Millwll Iron Co.
92	Banshee	cutter	53	J. Jones, Esq.	Owner

The *Alerte* and *Osprey* cutters entered for the race, but at the last moment, although at the starting point, declined to compete. Under these circumstances the race remained to the four celebrated vessels named above. At half-past eleven the preparatory gun was fired, followed in due time by the starting signal, when cables were slipped, and the four craft were off. *Surf's* mainsail was first up, and smartly followed with her jib-headed topsail. In passing the Spit Buoy the *Surf* led, with *Vindex* close on her weather quarter; *Mosquito* as close astern. The run down to the Warner Lightship was speedily done before the strong north-west breeze, and the light-ship was rounded as follows:—

	h.	m.	s.		h.	m.	s.
<i>Surf</i>	12	4	20	<i>Vindex</i>	12	4	40
<i>Mosquito</i>	12	4	28	<i>Banshee</i>	12	4	50

In standing in for Brading Harbour, the *Mosquito* was the first to go about, soon followed by the others. In reaching to the north-ward the *Banshee* appeared to hold the weather position, but astern; *Mosquito* in the second weatherly position, *Surf* in the third, and *Vindex* to leeward. *Mosquito* sent down her topsail soon after going about on the port tack, but was a long time in doing so. Under the Noman she housed her topmast, and seemed inclined to keep the weather shore and cheat the remains of the east-going tide. The *Banshee* and *Surf* were at the same time standing down in mid tideway, the latter leading, with the *Banshee* on her weather. A little to leeward was the *Vindex*. ^ Keep-

ing their reach for Spithead, the Surf weathered on the Banshee and took a decided lead, the Mosquito now following the others in their reach to the northward. At 12h. 35m., the Surf and Vindex went about together under Southsea Beach, the former well to windward. The Mosquito and Banshee stood further on, the latter going about under Southsea at 12h. 39m., followed immediately afterwards by the Mosquito, still with her topsails down, the two first vessels carrying theirs as when started, and the Banshee also sending down her topsails after tacking under Southsea Beach and sending up a jib-headed one. The Surf and Vindex made a magnificent board in company for Ryde Pier head from Southsea Beach. At 12h. 48m., the Banshee tacked, with her head to the northward, off in mid-channel; the Mosquito at the same time being some distance to windward on the opposite tack, and seemed to do much better without the pressure of her topsail. The Surf and Vindex continued their board for the island shore as close to the land, westward of Ryde Pier, as possible; and at 1h. 5m., p.m., were shut in from view round the Gilkicker Point as they continued their course for the S.E. buoy of the middle, the struggle for the leadership continued between the Surf and Vindex, with the Mosquito crawling fast to windward. At 1h. 35m., the Mosquito hove in sight of the Gilkicker Point in her turn, thus proving she had weathered on the lot in going down eastward. She opened the point at 1h. 36m. 50s., followed by the Surf at 1h. 37m. 7s., the Vindex at 1h. 39m. 19s., and the Banshee at 1h. 42m. 35s. It was evident by the Mosquito now having the lead that, while the Surf and Vindex had been trying to deceive each other, she had stolen a march upon them and taken the first place with such a lead that would require some luck as well as management to take from her again. From the Gilkicker Point to the station vessel was but a short distance, and the first round was completed as follows:—

	h.	m.	s.		h.	m.	s.
Mosquito.....	1	47	20	Vindex	1	50	8
Surf.....	1	48	51	Banshee	1	53	15

Jibing round the mark vessel was no joke for craft carrying such an extraordinary spread of mainsail and length of boom, but over sail and boom had to go, and accordingly over they went, and away went the four cutters scudding before the north-west breeze for the Warner a second time, which was luffed round by them thus:—

	h.	m.	s.		h.	m.	s.
Mosquito.....	2	10	22	Vindex	2	13	11
Surf.....	2	11	51	Banshee.....	2	16	11

In approaching the light-ship the Mosquito sent down her topsail,

and housed her topmast in readiness for luffing to the wind, the Surf following suit. The Mosquito immediately on clearing the lightship tacked and stood in for Southsea Beach, the others working down the island shore. The Surf, of the three tacking to southward, was the first to go about after the Mosquito. The Mosquito tacked under Southsea Castle, the other three coming down at the same time on the opposite tack off the Noman. In crossing in mid-tideway with as much wind as they could carry, the Mosquito was some little distance to windward of Surf, and at once tacked, the Surf immediately following suit. This was no sooner seen by those on board the Mosquito than she was again put about, and stood in for the shore, in company with her foremost rival. The Vindex, with her topsail up, stood in for the entrance to Portsmouth harbour before tacking to the southward and westward, followed by the Banshee, the latter with her topsail down and topmast housed. Gilkicker Point was shut in by the whole of the four at 3h. p.m., as they reached down to the westward to weather the middle buoy for the second time. In opening the Gilkicker Point on the return from the western mark, Mosquito was first, Vindex second, Surf third, Banshee fourth, but all well up to each other, Vindex, however, having by her tactics in working to the westward, deprived Surf of second place. The second round was finished as follows:—

	h. m. s.		h. m. s.
Mosquito.....	3 44 16	Surf.....	3 46 23
Vindex.....	3 45 11	Banshee	3 48 4

Proceeding on the third round the wind had freshened considerably, so much so indeed that the whole fleet had doused topsails and housed topmast, whilst the sea in a foam was dashed liberally over their decks, as they made for the Warner, which was rounded in the same order with 4m. 35s., between first and last. Under the Noman they looked magnificent, their sails distended by the strong breeze with the sun shining full upon them, and all sufficiently close to each other to render the picture complete. The Mosquito hugged the island shore under the Ryde sands, through the tumble of the sea, and materially increased her lead. The other stood in well for Portsmouth harbour entrance before going about. The middle buoy was eventually rounded for the last time, and the vessels returned before the wind, the Gilkicker Point being opened by them in the same order, which was maintained to the finish as follows:—

	h. m. s.		h. m. s.
Mosquito.....	5 26 44	Surf	5 42 5
Vindex.....	5 59 33	Banshee	5 44 19

The time allowance gave the cup to the Vindex, and the Mosquito received the second prize.

A second race for yachts was also sailed over the same course, but only twice round, for a prize given by the committee of the Portsmouth and South Sea Royal Regatta, as follows:—The Ladies' Plate, value 25 guineas, for yachts of 15 tons, and not exceeding 30 tons, for yachts belonging to any royal yacht club; entrance £1 1s.; three to start or no race. The Moonbeam, 25 tons, P. Roberts, Esq.; Thought, 27 tons, J. Jones, Esq., and the Vampire, 19 tons, T. Cutworth, Esq. This was won by the Thought with considerable time to spare.

The Portsmouth rowing club was very successful in carrying off the two best prizes given for gentlemen amateurs of the port of Portsmouth, they on the first day winning a fine race in splendid form after a most determined struggle, and on second day carrying off a set of gold medals; several good crews contending. The crew of the winning boat had been most carefully trained by Harris of Teddington, and the boats were built by Messenger. Numerous other rowing matches took place during the regatta.

H.M. steamer Fire Queen, Staff Commander Paul, with Admiral Sir M. Seymour, G.C.B.; Major-General Lord W. Paulett, C.B.; with a large party of other officers and ladies on board was anchored off the starting vessel during the conclusion of the matches between the yachts.

TORBAY ROYAL REGATTA.

THIS was arranged for August 18th, 19th, 20th, and notwithstanding the heavy weather the three days' programme was carried out. It had been very calm until the evening prior, when it blew very heavy from the southward and eastward, which caused some of the yachts (there being upwards of fifty present) to run for shelter into Dartmouth harbour.

First Day, August 18th.—The first match was for a splendid cup, value 50 guineas, presented by the Torbay and South Devon Club for yachts of any rig, belonging to a Royal Yacht Club. Time race, half of Ackers', the following started:—

Numbered as in Hunt's Universal Yacht List for 1864.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders
65	Arrow.....	cutter	102	T. Chamberlayne, Esq.	Inman
768	Mosquito	cutter	59	T. Houldsworth, Esq.	Mare
1376	Volante	cutter	60	H. C. Maudslay, Esq.	Harvey
69	Astarte	cutter	75	T. Seddon, Esq.	Day & Co.

The course was somewhat of a rhumboid, having four unequal angles—viz. from the starting point outside, passing inside the Great Rock, or Orestone, as it is known to mariners; thence to seaward to the eastern mark, round a flag-boat, thence round a mark-boat off Brixham; thence round a boat moored off Paignton Sands, to the starting vessels, three times round, the whole course being from 42 to 45 miles.

The start was effected at 11h. 50m., with a strong breeze from the E.S.E. As soon as the gun was fired, the yachts, which were moored in a line, slipped from their moorings, hoisted their head sails, and stood to the southward on the port tack. The *Volante* took the lead to windward, but in a few minutes the *Arrow* drew out from the lot, and set her gaff-topsail. The *Astarte*, notwithstanding the breeze seemed to us to be very sluggish in her movements; she also set her gaff-topsail. In ten minutes afterwards they severally passed the Beacon Hill, *Volante* and *Arrow* leading, as it were, two lines, *Volante* and *Mosquito* having their topmasts housed, and the whole labouring and plunging their bowsprits under. At 12h. 5m., the *Mosquito* and *Astarte* tacked to the northward and eastward, but the *Volante* and the *Arrow* still kept their reach to the southward, on the port tack, and about ten minutes afterwards they also tacked. *Astarte* again tacked to the southward, and the whole of them worked up to fetch the Orestone which they severally rounded in the following order:—*Mosquito* 1, *Arrow* 2, *Volante* 3, *Astarte* 4.

The change of positions after passing between the Orestone and the Thatcher Rock is to be attributed to a very judicious manœuvre in which owing to the leading yachts having overreached themselves, the *Mosquito* was enabled to cut them all out, and became for a while the leading vessel. They jibed round the mark, and with sheets eased off proceeded for the Southern mark-boat off Brixham. The match now became very exciting, the *Arrow* fast closing upon the *Mosquito*,¹ and at 1h. 5m. p.m., passing her old antagonist. *Mosquito* then sent up her topmast and shortly afterwards set her gaff-topsail, but she never recovered her former position. On passing the Brixham mark-boat *Arrow* led the *Mosquito* by 15 seconds. At 1h. 10m., they jibed over and ran for Paignton mark, *Volante* one minute and a half in the wake of the *Mosquito*, and *Astarte* about a mile astern of her; she was exactly seven minutes astern of the *Arrow*. They ran with flowing sheets for Paignton mark, after passing which they hauled their wind, for the station boat, and completed the first round thus:—

	h. m. s.			h. m. s.	
<i>Arrow</i>	1	20	0	<i>Volante</i>	1 23 0
<i>Mosquito</i>	1	20	15	<i>Astarte</i>	1 27 0

The Mosquito here was holding a good position, but during the second round the Arrow had gained considerably; and the Astarte finding she had no chance after passing Brixham mark-boat gave up. The others continued their course—the Arrow finishing the second round 10m. ahead of Mosquito, and 12m. ahead of Volante. On going for the third round the Mosquito and Volante deemed it useless to struggle against fate any longer, struck their flags and left Arrow to finish the match at her leisure.

During the progress of the above, the next match between yachts not exceeding 20 tons, for a purse of 20 sovs., was proceeded with. The first vessel to receive 15 sovs. and the second 5 sovs. Three entered but at the last moment one withdrew leaving the Coral, 10 tons, Captain Bayley, and the Ida, 10 tons, H. Hockings, Esq., to contend.

The course for this race was somewhat shorter than that for the large class vessels, viz, from the starting vessel round the mid-bay mark, instead of rounding the Orestone or Great Rock, twice round, a distance altogether of about 28 to 30 miles. The start was effected at 2h. p.m. Both boats kept well together across the bay, but the Ida soon began to show her superior speed, and at length passed her competitor gaining upon her about 4m. in each round. The official return in each round was as under:—

	FIRST ROUND.			SECOND ROUND.		
	h.	m.	s.	h.	m.	s.
Ida	3	0	15	4	58	0
Coral	3	4	4	5	6	6

Second Day, August 19th.—The first race started was for a prize of 25 sovs., for yachts not exceeding 20 tons. Time half-a-minute per ton. The following entered:—

Numbered as in Hunt's Universal Yacht List for 1864.

No.	Names of Yachts	Rig	Ton	Owners	Builders
1328	Vampire.....	cutter	19	T. Cutworth, Esq.	Hatcher
641	Little Dorrit.....	cutter	12	Capt. Fawcett	Talbot
1463	Xanthe	cutter	15	G. P. Cotton, Esq.	

They started at 11h. 53m., and the Vampire took the lead during a nice little breeze from the eastward, when she drew out from the Xanthe, the latter dousing her gaff-topsail, which led the lookers on to believe there was something wrong at the masthead. At 12h. 10m., she again set it, but the Vampire had now got a tremendous lead. At 12h. 20m. the Vampire, being well over to the southward, and in a line with

Beacon Hill and Berry Head, tacked to the eastward. She was then the leading yacht by about a mile and a half. At 12h. 25m., the Xanthe tacked in the wake of the Vampire, which accomplished the first round of the course at 1h. 54m., whilst the Little Dorrit had not reached the Paington mark vessel. The following is the official time of their return on completing the first round of the course, the Xanthe having given up at 1h. 12m.

	h.	m.	s.		h.	m.	s.
Vampire	1	57	10	Dorrit	2	10	0

The second round was pursued under worse auspices, owing to the calm state of the weather, but the Vampire managed to complete it at 5h. 58m. (having been nearly an hour drifting from the Broadlands mark vessel), and was consequently declared the winner. She is now owned by Mr. T. Cuthbert, and was sailed by her original captain, Henry Truckell, the winner of 3-1 prizes in her.

A prize of 50 sovs. value, was offered for cutters, when the Volante and Mosquito entered, but on Arrow entering they naturally refused to meet upon the half scale as before, therefore the match did not come off.

The committee, however, were anxious for a match and they offered a purse of 25 sovs., to the Mosquito and Volante—to sail twice round the course. This was accepted, and they proceeded to their stations. At starting both vessels stood across the bay on the port tack, watching each other minutely, when they were well to the southward they tacked off Broadlands, and from thence stood on their reach to the Orestone Rock, which they passed on the port side, between the rock and the land, and having rounded the mid-bay mark, stood for Brixham, the leading vessel being made out to be the Volante, about a mile in advance of her consort. At four p.m., they had only reached Brixham Bay; wind very light, though free for both. Shortly afterwards we observed the Volante in company with the Vampire and the Little Dorrit (yachts in another race), and the two yachts we timed off the Broadlands mark vessel as follows :—

	h.	m.	s.		h.	m.	s.
Volante.....	4	18	30	Mosquito.....	4	37	0

The breeze was still dropping; in fact, it was composed of nothing more than a few catspaws. The muslin dropped in graceful folds, and it was not until 4h. 55m. 30s., that the Volante succeeded in completing the first round of the course. After tacking round the flag-boat she fell into a calm and drifted about the various craft at the risk of doing mischief, till ultimately her skipper judiciously let go her anchor at 5h. 23m., or she would inevitably have drifted on shore. She

was subsequently taken in tow, and conveyed into harbour and moored alongside the quay. On pointing our glass towards the *Mosquito*, we observed her in the same fix, without even steerage way on her, and eventually she was taken in tow, and at 5h. 28m. conveyed to her moorings, without even accomplishing the first round of the course, and this match was consequently abandoned.

A match for a prize of 70 sovs., for schooners belonging to a Royal Club. Time half-a-minute per ton up to 50 tons, quarter-of-a-minute from 50 to 100 tons, and one-eighth for 100 and upwards. The *Madcap*, *Albertine*, *Blue Bell*, and *Vestal* started, but after sailing several hours they were so becalmed as to preclude the possibility of the match being finished by the appointed time, 8 p.m. It was therefore postponed until the following day.

Third Day, August 20th.—All the schooners came to the starting buoys, (except *Vestal*). The committee had reserved to themselves the right of stopping the race at the close of the second round, if they saw from the absence of wind, that there was no chance of completing the third round by 8 p.m.

About eleven o'clock the schooners came up to the slip-buoys, and took their positions in the order the vessels are named above. The signal-gun for starting was fired at 11h. 41m. 15s. The *Madcap* was off in a trice—the headsails being run up with remarkable celerity—standing to the southward, with the wind on the port quarter. The *Albertine* was too close to fall off, and luffed up, covering the *Madcap*, and, to a slight extent, taking the wind out of her. *Madcap*, however, sent up her main-topsail, and drew away from the *Albertine*, and then took the lead. The *Blue Bell*, which was to leeward, was the first to get her fore and main-topsails set; the *Albertine* sent hers up, and the fore-topsail of the *Madcap* was soon in its place. In this order they stood away under Beacon Hill. By Daddy hole the *Madcap* and *Blue Bell* made a considerable offing, whilst the *Albertine* hugged the shore more. In consequence of this the *Albertine* gained the lead, and made for Brixham, the *Madcap* being some distance astern, the *Blue Bell* being about the same distance astern of her. These relative positions were maintained when running from Berry Head to Paignton. Towards the latter end of this reach the *Madcap* once more took the lead. The wind had now chopped round to the south; occasionally it fell dead calm, with a few catpaws and light baffling winds sweeping across the bay. The *Madcap* now drifted down towards the committee boat, with the *Albertine* close upon her, their sails sometimes idly flapping about, at others swelling out with the fickle puffs which came off the

land. At length the committee boat was reached, the first round being timed thus :—

	h. m. s.		h. m. s.		h. m. s.		
Madcap	4 4 30	|	Albertine.....	4 7 50	|	Blue Bell.....	4 22 40

On the yachts drifted through the fleet of vessels at anchor to seaward, on the second round. Outside there appeared to be more wind, and having got within its influence, the yachts managed to sail round again with alternating success. At length the round was finished.

	h. m. s.		h. m. s.		h. m. s.		
Albertine.....	7 57 31	|	Madcap.....	8 0 0	|	Blue Bell.....	8 11 51

The prize accordingly goes to the Madcap, which, allowing for the difference of tonnage, had still nearly half an hour to spare.

A prize of 15 sovs., was given for a match between yachts not exceeding 20 tons, for which entered, Folly, 12 tons, W. L. Parry, Esq.; Ianthe, 18 tons, F. Moore Esq.; Ida, 10 tons, H. Hockings, Esq.; Xanthe, 15 tons, W. P. Cotton, Esq.; and Coral, 14 tons, Capt. Bayley. The Folly took the lead and kept it throughout—winning by 22m. 13a.

The Tradesmen's cup, value 50 sovs., presented by the town of Torquay, was sailed for by the following vessels :—

Numbered as in Hunt's Universal Yacht List for 1864.

No	Names of Yachts	Rig	Tons	Owners	Builders
698	Marina	cutter	65	J. C. Morice, Esq.	Ratsey
1376	Volante	cutter	60	H. C. Mandalay, Esq.	Harvey
340	Emmet	cutter	32	Stuart Lane, Esq.	Wanhill
41	Amulet	cutter	51	I. V. Tippinge, Esq.	Wanhill

The above vessels started, but the Amulet shortly after withdrew, and altho' the others contested together for some time, they eventually became so becalmed that they were compelled to give up, and further proceedings were postponed.

Fourth Day, August 22nd.—This was an extra day in order to finish the match for the Tradesmen's Cup, when Marina and Volante alone contended. There was a strong breeze from the E.N.E., and it was decided to go twice round the coast. At 10h. 10m., the start was effected, Marina had the weather station, Volante abreast to leeward. The former took the lead and kept it throughout, and on passing the mid-bay mark she was 2½m. ahead, and appeared to have gained upon Volante on every tack, and reach. The fresh breeze continued, and the first round was completed as follows :—

	h. m. s.		h. m. s.	
Marina	11 37 15	|	Volante	11 40 46

After rounding the mark-boat they proceeded on the second round, Marina carrying her gaff-topsail, Volante with her topmast struck: As the round became very exciting we timed them round the principal mark-boats, merely to give their relative positions, as follows :—

	ORESTONE ROCK.			MID-BAY MARK.			BRIXHAM MARK.		
	h.	m.	s.	h.	m.	s.	h.	m.	s.
Marina	12	11	8	12	21	2	12	41	18
Volance	12	14	15	12	25	10	12	44	40

At length the second boat was reached, and passed as under :—

	h.	m.	s.		h.	m.	s.
Marina	1	9	35	Volante	1	12	53

Rowing matches took place on the 19th, while the yachts were away. The spectators on the quay were amused with a series of rowing matches, the whole of which were well contested, but they were only of local interest. The first race was for a purse of sovereign, for four-oared galleys in the service of the Coast Guard belonging to the Dartmouth district. Several boats entered, but the struggle was between the Torbay and Paignton boats, and was admirably contested by both crews. The Paignton boat was the winner of £5, the Torbay boat taking the second prize, £2 10s. Both crews were loudly cheered on their return. Second race for yachts' gigs, prizes of £5, £2 10s., and £1 10s. losing boat £1. Won by the Arrow's gig, beating those of the Surge second, and Ballerina third. This was a quick and exciting race. Several minor boat and sailing races followed.

ROYAL WESTERN YACHT CLUB, AND PORT OF PLYMOUTH ROYAL REGATTA.

THIS affair came off as arranged on the 25th and 28th of August, and doubtless should have received an earlier attention, but we delayed in anticipation of laying before our readers a better account, which not coming to hand must give a brief outline. The weather was favourable with a varying wind from W.N.W. to N.N.W. The harbour contained a large fleet of craft from the little cutter of 3 tons to the stately steamer of 430. The noble commodore (Earl Vane) was present in his yacht the Lotus.

The first match was for a cup, value 100 guineas, given by his Royal Highness the Prince of Wales, for schooners above 20 tons, belonging to any Royal Yacht Club: time 30 seconds per ton up to

50 tons; 15 seconds from 50 to 100 tons; and $7\frac{1}{2}$ seconds per ton from 100 to 150 tons. The following started:—

Numbered as in Hunt's Universal Yacht List for 1864.

No.	Names of Yachts	Rig	Tons	Owners	Builders
15	Albertine	schooner	153	Lord Londesborough	Inman
459	Galatea	schooner	131	T. Broadwood, Esq.	Hansen
685	Madcap	schooner	70	J. S. A. Dunbar, Esq.	Wanhill
581	Janie	schooner	118	T. A. Lane, Esq.	Wingate

The start took place about 11h. 37m. when the Janie led off followed closely by Albertine to windward, and Galatea to leeward. Madcap was the last to get underway. There was a good breeze blowing, and they rattled away at a good racing speed, and in the run to the Break-water the Albertine overhauled the Janie; the Madcap during this time had not improved her position, but on rounding the second mark-boat she woke up, and dashed after her compeers, overhauled first Galatea, then Janie, and ultimately Albertine, which she beautifully disposed of and became premier. The Galatea seeing the little one so successful tried the same game, and passed Janie and Albertine, but the latter did not submit quietly to her defeat, therefore challenged her rival, when after a sharp struggle the first round was timed thus:—

	h. m. s.		h. m. s.
Madcap	2 17 50	Galatea	2 26 27
Albertine.....	2 25 19	Janie	2 45 0

The Madcap was now in a position to prove she was a fast boat, as two out of the three opposed to her had gained laurels for speed, and were 'rivals worth defeating. As they proceeded on the second round the Madcap increased her distance, leaving the Albertine and Galatea to contend by themselves, which ended in the latter taking second place. The Janie finding her position getting worse resigned the contest, before completing the second round, which terminated thus:—

	h. m. s.		h. m. s.		h. m. s.
Madcap	4 15 55	Galatea	4 27 13	Albertine	4 28 0

The Madcap had thus gained in actual time 11m. 28s. on Galatea, and 12m. 5s. on Albertine, irrespective of any allowance. In the third and final round the Galatea and Albertine renewed their contest for second place, when the latter became victorious, and the round was concluded thus:—

	h. m. s.		h. m. s.		h. m. s.
Madcap.....	6 10 20	Albertine.....	6 24 36	Galatea	6 25 50

Madcap was hailed the winner of the Royal prize.

Between the other two schooners the above times and changes will show that it was a first-rate match.

The next prize offered was of the value of 60 sovs. for cutters above 20 tons, with time 30 seconds up to 50 tons, and 15 seconds above. The *Volante*, *Osprey*, *Emmet*, *Mosquito* and *Arrow* entered, but the owners of the four first objected to the regulation of only receiving 15 seconds from *Arrow*, and as Mr. Chamberlayne would only sail under the allowance, the race did not come off.

The next was for a prize of 25 sovs. given to the Club by the several steam ship companies trading to the port, for cutters above 10 tons. Time 30 seconds per ton, the first vessel to receive a Silver Cup, value 20 sovs., the second 5 sovs. (cash.) The following entered:—

Numbered as in Hunt's Universal Yacht List for 1864.

No.	Names of Yachts	Rig	Tons	Owners	Builders
340	<i>Emmet</i>	cutter	32	R. S. Lane, Esq.	Wanhill
	<i>Ida</i>	cutter	12	W. Hocking, Esq.	
1321	<i>Vampire</i>	cutter	20	T. Cuthbert, Esq.	Hatcher

The start took place at 1h. 22m., all getting away well, *Vampire* with the lead, followed close by *Ida*, the *Emmet* third. In this order they made the run to the breakwater, when *Emmet* challenged the *Ida*, and after a brief trial succeeded in taking the second place, and then dashed after the leader: but this vessel maintained her position, and the first round was finished thus:—

	h. m. s.		h. m. s.		h. m. s.
Vampire	3 47 16	Emmet	3 49 50	Ida	3 51 50

In the second round great exertions were made by *Emmet* to collar the *Vampire*, but without success, for although she lessened the distance the monster was too wary to be caught. The *Ida* (a famed local boat,) was overmatched, and although defeated has lost none of the prestige of her former fame. The match was concluded thus:—

	h. m. s.		h. m. s.		h. m. s.		
Vampire	6 0 12	|	Emmet	6 1 57	|	Ida	6 11 0

The former, which was the favourite at starting, won the cup, whilst *Emmet* received the *Corianders*. A prize of 5 sovs. was given by the town, for watermen's sailing boats, and Mr. Harvey of the Hotel, Plymouth gave a silver basket for four oared gigs manned by gentlemen. Other rowing matches took place for prizes amounting to £12.

Second Day, August 26th.—The sports were commenced by a Sailing match between barges, for various sums amounting to £3. 15s. This was followed by a schooner match,—prizes 50 sovs. for first vessel,

10 for second, under the same regulations as regards time as the schooner match of the first day. The same vessels entered, with the addition of the Blue Bell, 71 tons, F. Edwards, Esq. Galatea did not start.

There was a good breeze blowing from the north-west. They started at 11h. 22m., when the Madcap bowled off with the lead, with Janie and Blue Bell in close attendance; the Albertine being the last to get fairly away. Her course was very much crowded with craft, and she had to go out of her way to keep clear of them, which was much against her. In the run down to the Breakwater the Albertine picked up considerably, and having secured the third place, was pressing Blue Bell (second) very hard. The Janie did all she could by short tacks to get in better position. In passing the Breakwater the Janie endeavoured to pass between it and the Albertine, but did not succeed. The Madcap and Blue Bell commanded the first and second places until the Cobler buoy was nearly reached, when the Albertine worked away to the westward in fine style, and overhauled Blue Bell and Madcap; eventually taking the lead. At the end of the first round the yachts were timed thus :—

	h.	m.	s.		h.	m.	s.
Albertine	1	53	44	Blue Bell	2	1	44
Madcap	1	55	50	Janie	2	9	46

The yachts maintained their respective positions in the second round until the eastern mark-boat was reached, when the Madcap crept up to Albertine, and seemed likely to give her some trouble. The Madcap endeavoured to get between the Albertine and the mark-boat, in which attempt she fouled the Albertine, carrying away her jib-boom, and, losing her own bulwarks in the bargain. Lord Londesborough entered a protest against the Madcap on the ground of a foul, and Mr. Dunbar also entered one against the Albertine. Time second round :—

	h.	m.	s.		h.	m.	s.
Albertine.....	4	10	0	Blue Bell	4	26	15
Madcap	4	14	56	Janie	4	32	0

The yachts continued over the course in the third round in the same order, and at the end of the race they were timed thus :—

	h.	m.	s.		h.	m.	s.
Albertine	5	57	50	Blue Bell.....	6	14	13
Madcap.....	6	2	10	Janie	6	17	0

The Albertine had to allow the Madcap ten minutes for difference of tonnage, so the latter was declared the winner of the first prize.

The next match was for a silver cup, value 15 sovs., given by His Royal Highness the Prince of Wales, for yachts under 15 tons. Time

half-a-minute per ton. The following started:—Xanthe, 15 tons, G. C. Cotton, Esq.; Ida, 11 tons, H. Hockings, Esq.; Folly, 12 tons, W. L. Parry, Esq.; Stella, 11 tons, W. Lane, Esq.

The start took place at 12h. 18m., the *Ida* was the first off at rail-road-speed, followed by *Folly* second, *Stella* third, and the *Xanthe* last, being rather sluggish: this latter vessel had the misfortune to carry away gaff, almost immediately her sails began to fairly draw, and a similar mishap befel the *Stella* shortly after, both being thus compelled to retire—the two little cracks were left to contend only for the prize. The *Folly* is the well-known Southampton boat, and as the *Ida* had on several occasions been to the fore, much speculation arose respecting their merits. They had two rounds to contest, and each strove their best; *Folly* however had the call, and her crew by skilful handling took the lead previous to completing the first round, which she maintained to the finish, coming in as follows:—

	h. m. s.				h. m. s.		
Folly	5	17	0	|	Ida	5	19 30

The former thus added another ornament to the sideboard of her worthy owner.

A prize of 35 sovs. was given to pilot cutters, for which four started, viz: *Arrow*, *Drift*, No. 8, and *Stella*—after a fine race No. 8, received first prize 20 sovs., *Arrow* second 10 sovs., and *Drift* third 5 sovs.

The club gave a piece of plate value 13 sovs., to cutters under 10 tons; to which Mr. Pearce of the Royal Hotel, added as a second prize, a cup value 10 sovs., and 5 sovs., were given as a third prize. Capt. Bayley's *Coral* received the club prize, Mr. Clark's *Edith* the Hotel cup, and Mr. Cox's *Little Florie* the 5 sovs.

Rowing matches followed for various sums, which in the whole amounted to about 30 guineas. This was deemed the most successful regatta ever known at Plymouth, and was finished by a grand display of fireworks.

SOUTHAMPTON AMATEUR CLUB REGATTAS.

JULY 15th.—The first regatta came off this day under the presidency of the club, F. Perkins, Esq., the weather was very fine.

The first race was for a purse of £20, for yachts not exceeding 15 tons; time race, one minute per ton. The following was the course:—From station vessel round a flag-boat off Cracknore Hard, round H.M.S. *Irresistable*, round a flag-boat off Dean's buoy, back to *Irresistable*,

returning to station vessel. Three times round. The yachts entered were as follows :—

Numbered as in Hunt's Universal Yacht List for 1864.

No.	Names of Yachts	Rig	Tons	Owners	Builders
953	Quiver	cutter	12	Capt. Chamberlayne	Owner
435	Folly	cutter	12	W. L. Parry, Esq.	Hatcher
824	Octoroon.....	cutter	12	Cecil Long, Esq.	Hatcher

The gun was fired at 12h. 13m., and the Folly was the first to set topsails, the Octoroon second, but the Quiver's hung from some cause or other, and made a delay that was very telling in the long run. The Folly got away first, followed by the two other vessels, which were in close proximity to each other. The first yacht rounded the flag-boat off Cracknore Hard, 1m. 35s., ahead of the other two, which were still close together. In coming down the Folly still walked away, Octoroon taking second place, and Quiver last, and after a fine sail were timed on the first round as follows :—

	h. m. s.		h. m. s.		h. m. s.
Folly.....	1 23 45	Octoroon	1 25 38	Quiver	1 27 55

A beautiful breeze had by this time sprung up, and the turning on the second round showed that the Folly had slightly gained on her opponents, she being exactly 2m. ahead of the Quiver, and 2m. 46s., in advance of the Octoroon. They passed the station vessel on the second round as follows :—

	h. m. s.		h. m. s.		h. m. s.
Folly.....	2 30 20	Octoroon	2 33 5	Quiver.....	2 36 20

A spanking breeze was now blowing, all three yachts kept up the river round the flagboat, and down in fine style, the Folly still leading. When off the training ship Boscawen a sudden puff snapped the Quiver's topmast, which came down by the run, and whatever hopes or anticipations there might have been on the part of her supporters and admirers were now set at rest. No further changes took place, and they rounded for the last time :—

	h. m. s.		h. m. s.		h. m. s.
Folly.....	3 34 15	Octoroon	3 39 10	Quiver.....	3 44 50

Folly being of course the winner.

A second match of 12 sovs., for sailing boats of 23 feet and under—time race, 2m. per ton. The prize was divided as follows :—Mr. Gibbons' Lizzie 6 sovs., Mr. H. Bromley's Squall 3 sovs.; Mr. Thompson's Cross House, 2 sovs.; and Mr. Cary's Annie 1 sovs.

Several rowing matches followed for prizes varying from 20s sovs. to 2 sovs.

August 10th.—The next regatta was for a splendid prize of the value of 100 guineas, with second prize of 20 guineas for second boat. The larger prize was purchased by subscription, and was called the *Southampton Challenge Prize*, and offered for competition of yachts belonging to any club. To be won twice by the same vessel before it becomes the property of any owner. Time for tonnage half-a-minute up to 80 tons, and a quarter above 80.

Numbered as in Hunt's Universal Yacht List for 1864.

No.	Names of Yachts	Rig	Ton	Owners	Builders
436	Flying Fish	schooner	40	G. Jessop, Esq.	Blanshard
620	Laura	cutter	21	G. Gordon, Esq.	Hatcher
	Vestal	schooner	74	Sir B. Chichester	Harvey
1376	Volante	cutter	74	H. C. Maudslay, Esq.	Harvey
236	Cyclone	cutter	43	J. Field, Esq.	Patterson
	Torpid	cutter	28	T. Seddon, Esq.	Day & Co.

This was the first appearance of the last named vessel, which had just been launched. The course was from Southampton Pier round the Brambles and back—twice round.

The start took place at 11h. 30m., the Flying Fish was first under canvas, and off, followed by Vestal, Volante third, Torpid fourth, Laura fifth, Cyclone last, and not seeming to care about it, only setting a jib-headed topsail, whilst the others set big topsails for the run down, Flying Fish venturing on a balloonier. There was very little tide, and the race down was very fast. As soon as they had rounded the Spit buoy on the return they met the wind dead ahead, and of course it was all over with the schooners beating up to Southampton River. They rounded the flag buoy off the pier.

	h. m. s.		h. m. s.		h. m. s.
Volante	2 20 0	Laura	2 30 45	Flying Fish.....	2 45 0
Torpid	2 29 0	Cyclone	2 31 20		

The Vestal had given up. The Cyclone was very long in rounding. Though it blew hard they carried whole sails beating up, and set big topsails for the run down, which was against tide. On the way back the Torpid carried away her bowsprit, and was towed up by a steamer. This of course left the Volante an easy winner as they passed the pier for the last time.

	h. m. s.		h. m. s.
Volante	5 0 0	Cyclone	5 33 0
Laura	5 31 0	Flying Fish.....	6 0 0

The Volante, of course, holds the Challenge Cup. The Laura received the £20 cup. The Torpid sailed exceedingly well considering her disadvantages, and the only wonder is that nothing was carried away sooner.

GREAT YARMOUTH REGATTA.

THIS regatta took place on the 2nd of August. The first prize offered was a purse of 40 sovs., for yachts belonging to a Royal Club, above 20 and not exceeding 60 tons. Half-a-minute per ton allowed. Entrance one guinea. The winner to pay the second vessel five guineas. The following entered :—

Numbered as in Hunt's Universal Yacht List for 1864.

No.	Names of Yachts	Rig	Tons	Owners	Builders
81	Avalon	cutter	38	J. Goodson, Esq.	Harvey
987	Satanella	cutter	12	Capt. P. Bennett	Aldous
1	Achiever	cutter	21	W. S. P. Mannoek, Esq.	Halliday
640	Little Moggy	cutter	18	T. M. Head, Esq.	Hastings

The course was a double triangle which was sailed three times—and during the whole match the yachts were in sight—we know of no course where the spectators are more highly favoured. The start took place about noon, at which time there was a good breeze from the north-east, but in the afternoon it became less and less, and towards evening was a complete calm. The Achiever took the lead at starting, Little Moggy being in close attendance. As they progressed, however, the Avalon gradually gained on them and before the first round was completed she in company with Satanella rushed to the fore, there now was no doubt (barring to accidents) which would be the first in—as the Avalon kept drawing away. In the second round the Achiever hustled up to Satanella, and gained second place, but her victory was very brief for before finishing the second round she had lost that position, and as there were no further changes, we sum up the three rounds thus :—

	FIRST ROUND.			SECOND ROUND.			THIRD ROUND.		
	h.	m.	s.	h.	m.	s.	h.	m.	s.
Avalon	1	35	10	2	58	35	4	41	40
Satanella	1	46	0	3	20	15	4	58	10
Achiever	1	48	5	3	24	25	5	4	40
Little Moggy	1	52	10	3	31	15	5	7	10

The next match was for a silver cup, value 20 sovs., presented by J. Goodson, Esq., Commodore of the Royal Harwich Yacht Club, and a purse of £10, given by the Directors of the Great Eastern Railway, between first and second class local river yachts, the first class to be under 20 tons, and the second class under 12 tons, Norfolk and Suffolk Yacht Club measurement. Half-a-minute per ton allowed for difference of tonnage. To start with canvas down.

Numbered as in Hunt's Universal Yacht List for 1864.

No.	Names of Yachts.	Rig	Tons	Owners.	Builders.
FIRST CLASS.					
935	Red Rover	cutter	14	S. Nightingale, Esq.	late Alabama
	Water Lily.....	cutter	14	H. P. Green, Esq.	
574	Isabella	cutter	14	C. H. Chamberlin, Esq.	
SECOND CLASS.					
1360	Vindex	cutter	9	J. Tomlinson, Esq.	Harvey
1025	Scud.....	cutter	9	Morgan & Hansell, Esq.	
495	Glance.....	cutter	11	W. Steward, Esq.	Field
106	Belvidere.....	cutter	9	W. H. Clabburn, Esq.	Reed
240	Cygnets.....	cutter	11	H. Ballard, Esq.	Mollett
	Vampire.....	cutter	10	W. Everett, Esq.	
	Fairy.....	cutter	4	G. Crane, Esq.	

The start took place at 1h. 30m., the Waterlily leading throughout, the first round,—which she had some trouble in, as the Red Rover followed her up so closely that only 50s. intervened between them, and the second round also was ably contested, altho' the Waterlily on its conclusion placed a wider gap between them being 5m. 5s. ahead. In the third round the wind died away, and the Red Rover by dint of good seamanship, and hugging the shore got a few catpaws off the land which enabled her to arrive at the goal at 8h. 30m., when she was hailed the winner of the cup.

In the second class the Belvidere took the lead, which she retained during the first round, but hard pressed by Scud, who was only *one second* in the rear. During the second round a great change took place as the Vindex, Scud and Glance severally overhauled and passed Belvidere, and the round was finished as placed.

The wind had as previously stated died away, and at the end of the third round only Scud, Vampire, and Cygnets came in. Scud received 10 sovs., and Vampire 6 sovs.

We have given the yacht matches precedence, but the second match on the programme was between those useful and splendid craft the yawls of not less than 45 feet in length—for prizes amounting to 30 sovs., and for these the following started at 1h.—Bittern, Eclipse. Royal Standard, Thought, Lady Hume, Gipsy Queen, and Glance. Throughout these were watched with more interest than the yacht matches by the generality of spectators, and after some good seamanship—the Eclipse received 15 sovs., Bittern 10 sovs., and Royal Standard 5 sovs.

In another match for yawls of not more than 45 feet in length, a prize of 20 sovs., was given—which was divided as follows :—Violet, 12 sovs., Volunteer, 5 sovs., and Good Tidings, 3 sovs.

During the day rowing matches came off for various prizes, amounting to about 44 sovs.

A Dinner took place in the evening at the new Assembly Rooms, Victoria, Esplanade, when J. Goodson, Esq., presided.

LOWESTOFT REGATTA.

THIS took place Aug. 9th, we had fondly hoped to have had good sport at this place of our boyhood, but a more miserable day we scarcely remember.—A drizzling rain throughout, with scarcely any wind. Every thing seemed cheerless and uncomfortable, and even the bandsmen's attempt at music was faint and spasmodic. The programme was good, the prizes liberal, but the weather marred all the efforts of the Committee, altho' they pluckily stuck to their post.

For the prize of 45 sovs., only the Avalon entered, consequently that dropped.

The next was more successful, for yachts belonging to the Norfolk and Suffolk Club. The prize 20 sovs., to the first vessel and 5 sovs., to the second, the entries were the Red Rover, Waterlily, Myth, R. J. H. Harvey, Esq.; and the Marguerite, H. R. Thompson, Esq. The course was a double triangle along the beach, and they started at 12h. 40m., with a light wind from S.S.E. veering round later in the day to the S.S.W. The Myth and Red Rover, were away nearly together, the latter with the advantage.—The race laid between these vessels, as the other two even up to the first round were several minutes behind. In the final round the Red Rover came in 26s. ahead of Myth, but having to allow her 1m. the latter took the chief prize, whilst the Red Rover had second.

The next race by smaller yachts for 14 sovs., was contested by Scud, Glance, Cygnet Belvidere, and Vindex before mentioned. The Scud took the lead at starting which she kept throughout receiving 10 sovs., and the Belvidere 4 sovs., in consequence of Glance not going the whole course.

The Great Eastern Railway Company gave a purse of 20 sovs., to which the committee added 5 sovs., for the second yacht.—Satanella, Waveney, T. Lucas, Esq., and the pretty little Bessie, J. H. Hedge, Esq., contested. The latter had the mishap to carry her bobstay away, and the wind falling away deprived the match of all interest.—The Waveney, absolutely drifted into the harbour, and the Scud received the first prize. Some rowing matches concluded the sports.

THE WRECK REGISTER AND CHART FOR 1863.

(With Plate.)

THE return of the Registrar-General of Seamen, recently published, shows that during the past year 413,972 vessels—representing a tonnage of nearly 62,000,000—entered inwards and cleared outwards from British ports. The estimated value of the goods carried on board these ships was upwards of £400,000,000.

When the mind contemplates the magnitude of these facts, it is absolutely lost in realising their full import. A feeling approaching that of awe overwhelms it while thinking of the activity, intelligence, and wealth of our countrymen, and their consequent responsibility in connection with the great commercial undertakings of the United Kingdom thus succinctly delineated.

We find that the number of wrecks and casualties, including collisions, reported as having occurred on the coasts of the United Kingdom during 1863, is 2,001. This number, which is in excess by 174 of the wrecks reported in 1862, is above the annual average of the 10 years ending 1863. The numbers for the last five years are as follows, viz. 1859, 1,416; 1860, 1,379; 1861, 1,494; 1862, 1,827; and 1863, 2,001: total, 8,117. The fearful increase of 1863 was owing to the great number of casualties in the gales of October, November, and December of that year; and the marked increase in 1862 is owing mainly to the 542 wrecks and casualties which happened in the gales of January, October, and December.

One word as to the character of those three fearful gales in 1863. It will be remembered by many that the first of these gales occurred on the 30th October, and was in part indicated by the steady fall of the barometer from 29·84 inches on the 27th to 29·10 inches on the 29th; and although it rose slightly to 29·32 inches on the morning of the 30th, it was but to fall with greater rapidity to 28·80 inches by 3h. 30m. p.m., when the unprecedented pressure of 29½lbs., to the square foot took place in the force of the wind.

The second storm which we have to notice occurred on the 21st November, and was foretold by a rapid decline of the barometer from 29·91 inches on the night of the 20th, to 29·70 inches by the morning of the 21st, and then to 29·44 inches by four p.m., accompanied as before by an extreme gust of wind of 17½lbs., the square foot, the great pressure continuing only between four and five p.m.

The third, and by far the most remarkable storm, occurred on the 2nd December, and was amply presaged by the rapid fall of the barometer from 29·46 inches on the night of the 1st, to 28·84 inches on the morning of the 2nd; the wind, however, did not begin to blow violently till 2h. 30m. p.m., when a sudden gust of 9lbs. was recorded; from 2h. 30m. to 2h. 50m. p.m., the pressures varied from 6lb. to 9lbs.; it then increased greatly in force.

At 2h. 55m. p.m., there was a pressure of 16lbs., and at 2h. 55m. p.m., one of 22½lbs.

We may surely learn from these examples—firstly, that the chief severity of a gale may be expected at or near the time of minimum barometer reading; and, secondly, that after the minimum has passed, the worst of the gale has passed, and that the storm will moderate as the barometer readings increase.

Out of 2,001 wrecks and casualties in 1863, 882 are reported to have been caused by stress of weather, and 214 from various and unknown causes. Again, 61 were lost from defects in the ships, or in their gear or equipment, and 176 from inattention and negligence.—The 1,096 vessels lost by stress of weather and various other causes unknown, we must charitably suppose were inevitable; yet we cannot help thinking that if the storm warning signals on the coast had been diligently attended to, a considerable proportion of those 1,096 shipwrecks might have been avoided. But the loss of 237 ships from negligence and defects in their equipments is inexcusable, and calls loudly for investigation—if not on account of the valuable property thus lost for ever to the country, surely on that of the precious lives sacrificed on these disastrous occasions, in order that every effort might be made to prevent such an annual waste of life and property.

During the same period 5,096 lives were saved by life-boats and the rocket apparatus, fishing boats, and other means. In the absence of these appliances the sacrifice of human life would no doubt, be terrible to contemplate.

The number of collisions reported in 1863 is 231, against 338 in 1862 and 323 in 1861; or 317 being the annual average of the seven years ended 1863. Of these 331 collisions, 216 happened at night, and 115 in the day time, 133 were caused by "bad look-out," "neglecting to show lights," and "neglect or misapplication of the road at sea." The remainder were more or less the result of accident, "unsound gear," or "negligence."

Here again there can be no doubt that, with proper precautions and a good look-out, a very large proportion of these dreadful accidents might have been prevented.

During the past six years 399 lives have been lost from collisions in our seas—a truly distressing fact: and if fishing smacks and boats were not often at hand to render prompt and efficient services to the poor people, this large number would, undoubtedly, be enormously increased.

"The life and property lost by collisions at sea—ever increasing with extending trade—are so appalling," says Sir David Brewster, "that no expense should be spared in indicating the approach of vessels during ocean fogs, or heavy falls of snow. A small dioptric apparatus, with a Bude or Drummond light, ought to be a part of every ship's equipment, whether of war or of commerce. A floating reef is a more dangerous enemy than one fixed on a shore, and there is no source of protection against its shock but the light which indicates its approach."

The Wreck Chart, published with the Register, has a melancholy interest,

and many a widow and orphan can point out on it the site whereon perished all that was dear to them in this world. The site of *each* of the 2,001 shipwrecks and casualties during the past year can be distinctly traced out on the chart.

The total number of wrecks and casualties from all causes, reported during the past year 1863 is 2,001, against 1,827 reported in 1862. It is above the number reported during any one of the eight years preceding, and is 661 above the annual average of the eight years ending 1862. The tonnage of these wrecks is thus given :

			VESSELS.
Vessels under	50 tons	.....	404
51 and under	100 "	.....	494
101	300 "	.....	367
301	600 "	.....	158
601	900 "	.....	46
901	1200 "	.....	18
1201 and upwards	"	.....	14
Total			2,001

Of the total number of ships to which casualties have happened in 1863, 1,649 were British ships, 272 foreign ships, and the country and employment of 80 were unknown.

This is a lamentable disclosure : the bravery and skill of our seamen are proverbial, but we regret to add, that their recklessness is also unrivalled ; and hence, after making due allowance for the greater number of British ships, this striking contrast between the loss of British and foreign vessels on the shores of the United Kingdom is accounted for.

The greatest number of casualties happened to ships laden with coals, ores, bricks, &c., or in other words, to ships of the collier class, as will be seen from the accompanying list, viz :

Colliers laden	.....	614
Colliers light	.....	114
Iron and copper ore, &c.	.....	146
Stone, &c.	.....	115
Timber	.....	101
Fishing smacks and other laden vessels	.....	689
Vessels in ballast (not colliers)	.....	174
Passengers and general cargo	.....	48
Total ships	.....	2,001

The winds most fatal during 1863 were from the N.W., W.N.W., S.W., W.S.W., and W. During the former year, 1862, the most fatal winds were S.S.W., S.W., W.S.W., W., and N.W.

Again it appears that 614 casualties happened with the wind at and under force 7, or from a calm to a moderate gale, and that 1,050 happened with the wind above force 7, or from a fresh gale to a hurricane.

The number of persons who perished in 1863 from wrecks was 620, while in 1862 it was 690.

It is satisfactory to know that, notwithstanding the larger number of casualties in 1863, there is a great falling off in the number of lives lost, and that it is 161 below the annual average of the last 12 years.

The total number of lives lost from 1854 to 1863 is really frightful to contemplate. It was 7,786, and this, let it be remembered, is not a casual loss. It is a continual, if not an ever-increasing one. The drain on our sailors and fishermen goes on year after year, notwithstanding all the benevolent and strenuous efforts made at the present day to stay the ravage. The sea is dreadfully exacting in its demands, and season after season when the equinoctial gales blow, when the winter sets in, our shores are converted into altars, on which the Ocean, as during last winter, offered his victims by hundreds. It is unlikely that we shall ever effectually obtain the mastery over the waves; but even at this moment we are able to contend successfully with them in their blind efforts to swallow up life against our endeavours to save. During the fearful gales of October, November, and December last, nearly 500 lives were rescued by life-boats alone; and undoubtedly a very large proportion must have perished in the absence of these noble services.

There are at present 182 life-boats on the coasts of the United Kingdom belonging to the Royal National Life-boat Institution and other bodies. The mortar and rocket apparatus stations now number 239, and are under management of the Coastguard and the Board of Trade.

During the past year 417 lives (besides 17 vessels) were saved by the life-boats of the National Institution alone, and upwards of 300 by shore boats and other means, for which it granted rewards. A sum of £1,297 was expended by the Institution in rewards, and £13,819 on its various establishments round the coasts of the British Isles.

CLOSING TRIPS.

Prince of Wales Yacht Club.—The season was finished on Saturday, Sept. 17. The yachts assembled off the Brunswick Pier, at Blackwall, the Commodore, Mr. George Harrison, hoisting his flag on board his beautiful screw schooner, *Nora Creina*, 120 tons. Mr. Cecil Long, the Vice Commodore; and Mr. Sadlier, the Rear Commodore, were also present. The yachts in company were the *Will o' the Wisp*, *Vindex*, *Alexandra*, *Audax*, *Alice*, and another or two. After laying their course down to Erith they sailed to Greenhithe, and returned to Erith, and, as usual, dined at the Pier Hotel, the Commodore presiding.

After the disposal of the preliminary toasts, Mr. Harrison said:—The only remaining one I have to propose is "Prosperity to the Prince of Wales Yacht Club." I am not a very old member, but whenever I meet with the

society of those who are, it is most agreeable to me, and I shall avail myself of every opportunity to enjoy more of it. I may congratulate you upon the sport you have always given to the public, and I think it must have pleased all acquainted with yachting. One of your races, this year, I may fairly say has not been surpassed upon the Thames for years. Although a small club, it is quite clear we are thought some little of in the Thames, and must consider that a great compliment was paid to us in our being entrusted with the great barge race. It was certainly a most beautiful sight, and I hope that next year we shall be again favoured with a repetition of it, if possible with increased success. Ours is only a small club. I like the small clubs. I think there is more beauty fighting for place and fame in them than there is in some of the larger, therefore I like them, and think they deserve encouragement and support, because I'm satisfied that a man who begins in small clubs will hereafter be one of the best yachtsmen. We ought to be looked upon with favour by all small yacht clubs, as we are a nursery for them, and if the young ones begin with us they will join higher clubs hereafter. In the north we have no rivalry, nor do I think we have in the south. Our object is to advance yachting, and we should all lend our best exertions in that endeavour. I hope the time is not far distant when the Prince of Wales, whose name we bear, will patronise our club, to which I wish every success.

Mr. Bain said—I am sure you will be happy to drink the health of a gentleman who is an honour to the service, I mean to the yachting department of our pleasures; it is our Commodore. He deserves the greatest credit. He has devoted many many years and much time in the noble art of yachting. He has had many vessels, and has done all that science, art, and energy could achieve, and is consequently well worthy of being your Commodore. He has behaved in the most gentlemanly kind way, in bringing his beautiful vessel, the *Nora Creina*, from the south for our accommodation to-day; he has treated us in the most noble and handsome manner on board of her, and I drink the health of our exceedingly good friend Mr. Harrison.

The Commodore replied,—I am much obliged to you for the kind manner in which you have received this toast, and can assure you that I take a very warm interest in yachting and in this club, but I am sorry to say that I have not now time to pay the attention I should have wished to its interests. The future will allow me perhaps to do more than the present. For thirty years I have been hard at work with but little time to spare from my ordinary pursuits. I may have now more leisure to pay to pleasure. I can only say so long as I am Commodore of this club I will exert myself all I can to promote its interest in any way, and hope I shall be able to extend its sphere of prosperity.

Mr. Edward Knibbs said :—The toast I rise to propose is the Vice Commodore. He is well known to us all in the yachting world. He has possessed one of the fastest boats, which he has recently disposed of, and is no doubt looking for another. I also have to add the health of the Treasurer, who has been with us from the formation of the club, and whose value we all duly appreciate, together with the other officers of the club.

Mr. Cecil Long, who took the vice-chair, said:—For myself and Rear-Commodore I beg to return thanks for the kind manner in which you have drunk our healths; so long as you continue us, we shall do our best to maintain the character of the club.

Mr. Percival Turner said :— I am sure after thanking you on my own part for the honour just done me, you will say I am deserving of respect for the toast I am about to propose. I beg to propose the health of a gentleman devoted to yachting pursuits, to whose standing and position few have the honour to attain. I must submit to you the toast "Mr. Arcedeckne, the Commodore of the Royal London Yacht Club." We are much indebted to him for his kindness, knowledge, and valuable assistance, and I am gratified to inform you that he has kindly expressed his wish to become a member of our club.

Mr. Arcedeckne said :—Allow me to thank you for the honour you have done me. I am indebted to having spent a very agreeable evening to the circumstance of accidentally taking up *Bell's Life* when I came out to-day for a stroll, and finding that it was your closing trip I came to it, and am happy to say that everything has been most satisfactory and agreeable.— Other toasts followed.

Royal London Yacht Club.—This club ended its doings afloat on Saturday, Sept. 24th, after a most successful season, during which, in addition, to the usual matches, the Commodore, Mr. Arcedeckne, suggested the experiment of an ocean match, which our readers will remember passed off very well. The following yachts assembled at Erith, viz :—The schooner Violet, A. Arcedeckne (Commodore); Lurline, K. H. Gough; screw schooner, Nora Creina, G. Harrison (Rear-Commodore). The cutters Will o' the Wisp, G. F. Moss; Mars, G. Haines; Zayda, T. Paris; Santrey, J. W. and R. Ridgway; Jessica, J. W. Walton, and C. Borrás; Octoroon, and several other vessels of different rigs.

The Commodore hoisted the Blue Peter at 12h. 15m., when the fleet got under weigh, and proceeded on a cruise down the river with a N.W. breeze, and after a pleasant trip returned to the club-house at Erith, where they were joined at dinner by a large accession of members. Mr. M'Clure the landlord of the Pier Hotel at Erith, catered with his usual success, and, after the usual loyal and patriotic toasts, the cupbearer proposed "The Health of the "Commodore," which was enthusiastically received by the members, and the Commodore returned thanks in his usual humorous style.

The healths of the Vice and Rear-Commodore and the rest of the officers of the club were also proposed and warmly responded to. The other toasts included "The Yacht Clubs of the United Kingdom," "The Ladies," and "The Visitors."

After a very agreeable evening the party broke up, some of the members returning to town, and the remainder on board their yachts, preparatory to a cruise up the Medway on Monday morning. The Vice-Commodore was not present, being on a cruise in the Mediterranean in his yacht the Stella.

Royal Irish Yacht Club.—The closing cruise took place on Saturday, Sept. 10th. The following yachts of the club started from their moorings at a quarter to two o'clock p.m., at the signal (the firing of a gun) from the Vice Commodore's schooner Belle :—Echo, 38, W. I. Doherty, m.o.; Xema, 35, Major Barton; Foam, 27, W. J. Corrigan, hon. sec.; Kelpie, 22, J. Todhunter, hon. sec.; Luna, 25, M'Curdy; Countess, 38, J. Kernan; Zephyrine, 20, C. Martin; Banba, 24, W. H. Bewley; Wave, 20, T. Trocke; Sapho, 16, T. Pim; Vulcan, 5, T. Hayea, jun.; Enid, 56, F. Scovell; Zerlina, 20, W. Babington. The Coquette, 44, Lord Southwell, also sailed in company.

The Vice Commodore got under weigh at the same time, with a large party on board. There was a fine fresh breeze from the S.W., and looking like rain and wind. As soon as Mr. Putland got his fleet well clear of the harbour, he flew signals for the fleet to make the best of their way to Killiney Bay, and away they went, all on a close luff, just fetching down through the Sound of the Muglins. When sufficiently through the Sound to weather well into Killiney Bay, the Vice Commodore tacked to starboard, and fetched well into the bay, followed by the rest of the squadron, and he then hove to for a short time to allow the slow vessels to join company, the squadron heaving to in line on his weather quarter, between him and the Killiney shore. The signals were then flown to make sail for the Baily Light, and with a fair wind and sheets well eased off the squadron went off through the Sound of the Muglins again for the Baily Light on Howth Head. Just after passing the Muglins a heavy squall of wind and rain from the westward came down, and the vessels were going like steamers, the Enid sailing as if she were afraid of somebody catching her; the Banba ahead of part of the squadron; the Echo and the Xema racing along, the Foam going like a bird, and the Kelpie, Luna, and Zerlina "bowling it off," as the sailors say. The squall moderated slightly before the fleet reached the Baily, and just as they reached it the Belle made the signal, "Form one line astern of Commodore on port tack." Shortly after this the Foam broke the order of sailing by heaving about on the starboard tack, leading several vessels after her astray. However, shortly after she tacked to starboard, and picked up the rest of the fleet, who by this time were on the starboard tack and close in with Sutton, the wind at this time being out of N.W., and a nice working breeze. The Belle then signalled, "Form one line astern of Commodore," and the signal "Close order." When these directions had been complied with the Belle led the fleet into the harbour round by the West Pier, past the Club Battery, and passing the club saluted, which was answered by the club ensign being dipped in return from the well-dressed flagstaff on the club terrace. Each yacht as she passed saluted, and was saluted in return by the club ensign. As soon as the "last of the Mohicans" had passed the club the Belle flew the signal, "Part Company," and the yachts taking different courses proceeded to take up their moorings. In conclusion, we must say that the cruising days of the Royal Irish Yacht Club this year have been a pre-eminent success. Many fine vessels have been added to the fleet in this summer, and we hope that next year cruising days

on every Saturday; or on every alternate Saturday, will lend a charm to Kingstown which hitherto it has not possessed; and we venture to express a feeling that sailing in company does a great deal to making yachtsmen of yacht owners who ordinarily merely go out for a sail in the bay and to catch a few mackerel.

The following vessels have now been laid up for the winter :—Belle, Echo, Xema, Luna, Banba, L'Eclair, Secret, Storm, Kingfisher, in Cowes; Daring, Gitana, Petrel. The only vessels belonging to the club at present on the station and in sailing trim are the Foam, Kelpie, Wave, Countess, Zephyrine, Sappho, and Vulcan.

Another short fortnight and the yachts' moorings will be given up to trawlers, erstwhile occupied by "flying fifties" will be taken up by Britannia's coal scuttles, vessels not, perhaps, so ornamental, but quite as useful in their way.

MARLINPIKE.

MANŒUVRING OF THE ROYAL IRISH YACHT CLUB FLEET.

THE Vice-Commodore of the above club (Mr. Putland, Belle schooner, 75 tons) having announced his intention of taking the yachts of the club out for sailing in company and signalling on Saturday, September 3rd, 1864, the following vessels sailed under his orders from the station at 2h. 30m. p.m., on that day. On a gun being fired from the Belle, Echo, 33, W. I. Doherty, R.C., R.I.Y.C., Foam, 27, W. J. Corrigan, hon. sec; Kelpie, 22, J. Todhunter, hon sec; Luna, 25, J. M'Curdy; Banba, 24, W. H. Bewley; Zephyrine, 20, C. Martin; Countess, 35, J. Kernan; Wave, 20, T. Trocke; Sappho, 16, T. Pim; the Enid, 56, F. Scovell, R.T.Y.C.; and the Zerlina, 20, W. Babington, R.T.Y.C., with some other yachts accompanied the fleet. There was a fresh breeze from the N.W., with puffs from the westward occasionally. Many of the yachts had single reefs but none of them topsails.

The Vice-Commodore hove to off the west pier of the harbour, and as soon as the fleet had collected round him made the following signals :—1.2490—R.P.1982, "Sail for the rendezvous Bray Head." Sheets were eased off, lee runners let go, and away went the whole fleet before the wind, passing the mouth of the harbour in a thick cluster. The Belle now set her foresail, and began to draw away from the rest of the canvas backs. The Enid to Dalkey Sound attempted to pass the Kelpie to windward, and went foul of her, compelling her to luff sharp, also thus obliging the Banba and Foam to luff sharply to the western shore. No damage was done, and the Enid went into second place after the Belle. The Countess now set a square-headed topsail, and although no clipper made good sailing off Bray, the Belle hove to, allowed time for his clippers to assemble, and made the signal :—"Poolbeg—make all sail."

Most of the yachts now sent up jib-headed topsail. A fine working breeze from the W.N.W. The vessels just able to lie close hauled for Dalkey Sound. The Foam and Kelpie here were left behind. The Foam rather slow in setting her jib-headed topsail. The Belle and Enid, when they neared Dalkey, finding the wind too scant to lie through the sound against a strong ebb tide, went for the outside passage. The Echo followed suit. They unfortunately ran into a calm, with the exception of the Enid, who had a light air of wind just sufficient to hold her own against the tide. Foam now came up at the south end of Dalkey Island, having kept a course of her own close in under the Killiney shore, and weathered on the whole fleet except Enid. Enid now tacked to port, and was followed by Foam and Echo. The Belle becalmed about a mile to S.E. Enid and Foam now tacked again off the south end of Dalkey Island, and got a rattling breeze out of a shower some few minutes before the rest of the fleet, and they made great tracks of it through the Sound of the Muglins far ahead of all the others. The Belle, being the leewardmost, did not get the breeze till after the rest of the fleet. Enid and Foam went up near the Poolbeg, and finding the wind lightening, and the Belle not coming up very quickly against the ebb tide, ran away down to meet her. It being now six o'clock the Vice-Commodore sent up the signal 7836, "Better go into harbour," and all made sail for their moorings.

The Belle, Echo, Enid, Foam, Kelpie, Zephyrina, and Luna coming into the harbour at nearly the same time, and just after the mail packet Connaught, presenting a very animated appearance. This was the fourth day's fleet cruising and signalling of the Royal Irish Yacht Club, and we believe it is the intention of Mr. Putland to have similar sailings on the Saturdays, during this month. Most of the yachts of the club have returned from cruising:—the Echo from the Clyde; the Foam from the Clyde, Jura Sound, and Isle of Man; Zephyrina from Isle of Man; the Xema and Luna from the north. The Xema was on the Station, but owing to the absence of Major Barton did not sail in company. The Wildflower, schooner, 45 tons, Royal Irish Yacht Club, left Kingstown on Saturday morning. The Amy, schooner, 72 tons, formerly belonging to Mr. J. Barrett, Royal Irish Yacht Club, was sold by him last week to Mr. Horsfall, of Manchester, and has sailed for the Mersey.

Yours, &c.,

Kingstown, Sept. 5th, 1864.

MARLINSPIKE.

SWANSEA REGATTA.

THIS event came off on Thursday and Friday (28th and 29th July), and was principally devoted to rowing matches and pilot boat races. On the first day the Borough Member, L. L. Dillwyn, Esq., gave a handsome silver cup, value 25 sovs., to which was added 10 sovs.—half a minute per ton

allowed. The following started :—Anita schooner, 26 tons, T. Plain, Esq., Astarte cutter, 74 tons, T. Seddon, Esq., Vesper cutter, 16 tons, G. Bevan, Esq.

The Vesper went away with the lead at a good pace which she maintained some time ; but the Astarte's powerful spread of canvas drove her through the water, that she overhauled and wrested first place from Vesper, which position she maintained throughout the remainder of the race, although the Vesper when the wind fell hoisted her gaff-topsail which helped her through the water more rapidly than her compeer, who requires a stiff breeze to exhibit her powers in. The efforts however, of the little vessel were sufficient to enable her to receive the prize by time, as they arrived as follows :—Astarte, 3h. 42m. 0s., Vesper, 4h. 4m. 30s. Anita not timed.

The last named vessel, a new production, was defeated early in the race.

The Duke of Beaufort gave a prize of 15 sovs. for any boat used for pleasure, not exceeding 20 tons—time race. This was won by Camelia, 15 tons, Mr. Crawshay; beating Atalanta, 10 tons, Mr. T. Melville; and Polly Perkins, 4 tons, E. R. May.

The Pilot boat sailing match, was for a purse of 15 sovs., presented by H. Hussey Vivian, Esq. M.P.; 10 sovs. to the first boat, 5 sovs. to the second; and the committee gave the third boat a very handsome ensign. To each losing boat W. D. Pegge, Esq., of Birch Grove, generously gave a sovereign. Eight started—and after a very excellent race they came in as follows :—J.W.J. first, Vivian second, Alarm third, Glance fourth, Vigilant fifth, Rival sixth.

A rowing match for 5 sovs. finished the first day.

Second Day.—The greatest disappointment occurred in what is termed the Grand Yacht Match, and which is looked forward to by the aquatics as being the principal feature of the regatta. On the present occasion a cup of the value of 50 sovs. was offered for competition—to any yacht under 70 tons, belonging to a royal club. This was a very tame affair and may be summed up in a very few words :—The Astarte and Vesper only contended, and the latter meeting with an accident the Astarte had the prize.

The same vessels sailed in the Pilot Boat race as on previous day, and Glance first, received 12 sovs; Vigilant second, 5 sovs; and Alarm third, 3 sovs.

A prize of 10 sovs, was given for a match between Camelia 15 tons, Mr. Crawshay and Ariel, 11 tons, Mr. Robinson. The former won after a very spirited race.

A fishing skiff race for a prize of 6 sovs. confined to the fishing smacks of Swansea and the Brambles; the prizes to be divided between four vessels. About 24 started, and after upwards of two hours sharp work the first four arrived thus :—Alpha £3; Pearl £1 10s; Cymro £1; Charley 10s.

A pleasure boat race for 5 sovs. was won by the Eliza, beating two others.

Rowing matches for prizes amounting to £5 followed.

ROYAL BOSTON YACHT CLUB REGATTAS.

THE first of these came off on Sept. 1st, from Maud Foster Sluice, about half a mile down the haven for a prize of 10 sovs. given by J. W. Malcolmb, Esq., and M. Staniland, Esq., Members for Boston; to which was added a second prize of 3 guineas, and a third of 2 guineas. Yachts not to exceed 10 tons. The following entered:—Waterwitch, 7 tons, J. Pilley, Esq.; Nautilus, 5 tons, H. Lewin, Esq.; Firefly, 7 tons, — Fawcett, Esq.; and Vixen, 3 tons, Rev. J. Tunnard.

The weather was fine, and the straight course of the river prior to reaching the open sea afforded a good view of the match at its commencement. The hour of starting was rather early (7h. 23m), the Waterwitch taking the lead with the Firefly close on her stern. In this position they continued down the river, both rounding the Elbow buoy at 8h. 14m., without any appreciable difference in point of time. The Vixen did not round the buoy until 8h. 20m., and the Nautilus until 8h. 27m. The Waterwitch continued to lead up to the turn at Upper Scul-ridge buoy, where the time was noted as follows:—Waterwitch, 9h. 20m. 6s., Firefly, 9h. 20m. 7s., Vixen, 9h. 47m. 0s., Nautilus, 9h. 50m. 0s.

From this point for something like three miles the race between the first two yachts was exceedingly close and interesting; but at this point the Firefly managed to work in front of the Waterwitch and continued to lead until about eleven o'clock, when she grounded, and could not be floated again until the return of the tide. The match was thus virtually at an end, as neither of the other yachts had any chance against the Waterwitch. The yachts ultimately came in as follows:—Waterwitch, 3h. 0m. 0s., Vixen, 4h. 35m. 0s., Nautilus, 4h. 57m. 0s., Firefly, 5h. 30m. 0s.

The crew of the Nautilus entered a protest against the Vixen for passing on the wrong side of a buoy, and an objection was subsequently lodged against the winner for going out of and beyond the proper course.

It was decided by the committee that the first prize should be given to Nautilus, and the other prizes were to be resailed for.

The second match came off on the 19th September, between the above named Waterwitch, Vindex, and Firefly. The course extended over 27 miles being from Maud Foster Sluice down to the Upper Scul-ridge Buoy and back to a flagboat moored off Preston. Three prizes were offered, amounting in all to £10, the first yacht receiving £7, the second £2, and the third £1. The start was rather an indifferent one, in consequence of the lightness of the wind. The Waterwitch, however, was the first to crawl off, the Vixen following, although she was soon afterwards passed by the Firefly. The start was made at 9h. 12m., and the Elbow Buoy was passed as follows:—Waterwitch, 9h. 56m. 0s., Firefly, 10h. 0m. 30s., Vixen, 10h. 5m. 0s.

The Waterwitch had time allowance to make, but the Firefly had to allow the Vixen two minutes. At the Upper Scul-ridge Buoy the time was again noted thus:—Waterwitch, 11h. 52m. 0s., Firefly, 11h. 53m. 30s., Vixen, 12h. 5m. 0s.

The match was well sustained between the *Waterwitch* and *Firefly*, but the *Vixen* gradually fell a very long distance astern. At the close the *Waterwitch* was timed at 2h. 17m. 5s., and the *Firefly* 2h. 21m. 4s. The *Vixen* was so hopelessly in the rear that the time at which she came in was not noted.

The £7 was accordingly awarded to the *Waterwitch*, the £2, to the *Firefly*, and the £1, to the *Vixen*.

KING'S LYNN YACHT REGATTA.

On August 22nd, the Cup presented by His Royal Highness the Prince of Wales, value 25 guineas with 10 sovs. for second vessel, but as only two entered, viz, the *Cinderella*, 15 tons, G. N. Duck, Esq., and the *Wild Duck*, 12 tons, F. J. Cresawell, Esq., (both members of the R.T.Y.C.), the second prize was not awarded. The first named yacht took the lead and maintained it throughout, beating her opponent in the 25 mile course about 39 minutes.

This was followed by a sailing match between fishing boats for a purse of £15, for which five started, and after a good race—the purse was divided as follows:—*Arrow* £8, *Wild Duck* £4, *Defiance* £2, and *Bolden* £1.

Another match for a purse of £14, was contested by six boats of different denominations and the following received prizes—*Teal* £8, *Joseph and Elizabeth* £4, and the *Pilot of the Galilean Lake* £2.—What a name! This closed the regatta of 1864. There had been a rowing regatta on the 30th of June.

ROYAL CORNWALL REGATTA.

This regatta was held at Falmouth, August 2nd, and was attended by thousands from all parts of Cornwall and Devon. The weather was fine, and there was a good display of bunting in the harbour.

The prize for yachts not exceeding 20 tons; was divided first vessel 15 sovs, second 5 sovs. For this the *Ida*, 10 tons, H. Hockings, Esq., *Xanthe*, 15 tons, G. P. Cotton, Esq., and *Stella*, 8 tons, W. Lean, Esq. *Xanthe* had the lead at starting, but the *Ida* came up and after a brief struggle passed her, which position she maintained to the finish. There was a sharp contest between *Xanthe* and the *Stella*, and for a long time they were beam and beam, but eventually the race was finished thus:—*Ida* first, *Xanthe* second and *Stella* third.

The next match was between craft not exceeding 8 tons for a purse of 10 guineas, for which four started. This was won by Mr. Williams's *British Queen*, 4 tons, beating Lieut. Clarke's *Little Jenny*, 5 tons; Mr. Naukiwell's *Boomerang*, 3½ tons, and Mr. Anglesey's *Cygnets* 7 tons.

A pilot cutter race for the following prizes—first 20 sovs., second 10 sovs., third 5 sovs., and 2 sovs. for each vessel that went fairly round the

course. This match created the greatest sensation among the spectators, and was watched throughout anxiously ; but as it does not come under our term (yachting) we must suffice to say that after some excellent handling the three first were Arrow, H. Touthin ; Telegraph, Chard ; and Vincents, W. Vincents.

In addition to the above prizes upwards of 30 sovereigns were given for punt and rowing matches.

HELENSBURGH AND ROW REGATTA.

THE annual aquatic sports of this favourite watering place came off Aug. 4th, and were very successful. The weather on this occasion was perhaps the most favourable for the regatta that has prevailed for many years past. The day was very generally observed as a holiday, all the principal shops being closed, and the shore presented a very animated sight, being lined with spectators. The duties of Commodore were efficiently discharged by the Vice-commodore, Alex. Breingan, Esq., Provost of Helensburgh, in absence of Sir James Colquhoun, the Commodore, assisted by Mr. Kerr, the secretary, and the acting committee, in the steamer Maid of Orleans, which was moored off Helensburgh pier, and had a large party of ladies and gentlemen on board. Amongst others we observed James Colquhoun, younger, of Rosedhu ; P. Smollett, Esq., M.P. ; Wm. Colquhoun, Esq. ; ex-Provost Drysdale, Bailie Pearson, Councillor Spence, Thomas Watson, Esq., Ardenlee. The wind, which was west-south-west, blew fresh in the morning, and with the exception of an occasional calm, continued generally the same throughout till towards the afternoon, when a drizzling rain fell, and a strong swell came on, but most of the races were over by that time. The course for yachts was from the Commodore's barge round Fort Juliet Target, thence to Shoal's buoy over to Ardencaple flag-boat, and back to flag-boat, twice round for lugsail boats from barge round Fort Juliet flag-boat, thence to Green Isle Buoy, round Ardencaple flag-boat and home. For small boats it was to buoys off Ardencaple.

The first race was for a cup value 10 sovs., for yachts of 10 tons and under. The following entered—Armada cutter, 8 tons, G. Bell, Esq., and Ripple cutter, 8 tons, C. Henderson, Esq. The gun fired at 12h. 16m, and the Armada bounded off with the lead ; the Ripple was at least 50 sec. behind her. The former kept the lead throughout, rounding the first time 13 secs. ahead, and in the second and final lm. 10 sec. ahead. Now comes the most extraordinary part of the match—the yachts were of the same tonnage, therefore no allowance was required—yet “the committee decided that the Ripple had won the race by 20 seconds—Mr. Henderson being 50 seconds behind on starting, and only 30 behind in coming in. Mr. Bell, protested on the ground that, as the start was from a heave-to, and a preparatory gun being fired five minutes previous to the starting one, that, according to all yachting rules, the time of starting is taken as the second

gun is fired, and not as the yachts pass the buoy. The Committee held that they made a special arrangement that time was to be taken as the vessels passed the flag-boat after the second gun. M. Bell said he bowed to the Commodore's decision, but stated that, while doing so, he held he was by yachting rules the winner, and that he was not aware of such an arrangement as to the time being stated."—*Glasgow Morning Journal*.

[We should feel thankful if any of our Northern friends would explain this, to us, strange decision. Surely the times cannot be correct.—ED. H.Y.M.]

Several rowing matches took place for various prizes amounting to about £30.

WHITBY REGATTA.

A rather spirited regatta took place at Whitby on Tuesday September, 6th. There was a variable breeze from the south-west. A high wind on Monday prevented the arrival of yachts from other ports, and some only just reached the roadstead on Tuesday morning. For the first race five yachts were entered. The course was formed by a flag near the West Pier end, another about three miles north, a third about eight miles in a south-east direction, and so west by north to the starting point. This distance being traversed twice made the course about 32 miles.

At ten minutes past ten the following yachts started for a silver cup of the value of 40 guineas, the second receiving 5 guineas (half-a-minute per ton allowed for difference of tonnage):—Cinderella, cutter, 15 tons, Mr. G. N. Duck; Sapphire, cutter, 28 tons, Major Bannister; Pilot, schooner, 24 tons, Capt. A. Markwood; Azalea, schooner, 34 tons, Mr. G. Wilkinson; Amber Witch, yawl, 51 tons, Sir H. H. Racon, Bart. The Cinderella, being to windward, got nicely away first, the others following in the order in which their names are mentioned, the Amber Witch being a long time in getting her canvas up. The first four hugged the shore, whilst the Amber Witch, though far behind, made direct for the first turning point, and slipped well round before the others. Heavy rain then hid the whole squadron from the view of those on shore for some time, and when the yachts were again discerned the Amber Witch was a good first. The first round was completed as follows:—Amber Witch, 12h. 18m. 0s; Cinderella, 12h. 47m. 0s.; Sapphire, 1h. 4m. 0s.; Azalea, 1h. 30m. 0s.

The Pilot was not timed. During the second round the wind freshened very much, and the Amber Witch made good head way; but there was too much wind and sea for the small craft. However they held on. All had to make a board to get round the winning point, which was passed as follows:—Amber Witch, 2h. 12m. 0s.; Cinderella, 9h. 53m. 0s.

Notwithstanding the large tonnage allowance which the Amber Witch had to make she thus won by a long interval. The second match was between smaller yachts, for prizes of 10 guineas and 3 guineas. The same

allowance was made for difference of tonnage. The following yachts started at 10h. 50m:—Rebel, yawl, 6 tons, J. Wilson, South Shields; Minerva, schooner, 5 tons, J. Hastings, West Hartlepool; Emma, cutter, J. P. Buckley, Whitby; Dagmar, cutter, 5 tons, G. N. Duck, Stockton. The course was once round the same stations, and the Minerva won, the Dagmar following 18 minutes after.

Other sailing matches for yawls, &c., and rowing matches followed for prizes amounting to nearly £50.

The day closed with a dinner at the Angel Hotel.

Editor's Locker.

THE REGATTA AT OBAN.

Dublin, October 10th, 1864.

SIR.—In your notice of the Oban Regatta you state as follows:—"The Gregg Island flag-boat was rounded the second time by Phryne, at 5h. 34m. 40s.; Enid at 5h. 36m. 40s."

This is quite incorrect, for the Enid rounded it *first* by two or three lengths. Again, "Immediately after rounding the Phryne got flat becalmed and drifted with the tide: The Enid carrying a gentle air round, *** passed Phryne."

Here again the names of the cutters are evidently transposed, for the Phryne carrying more way round the flag-boat, ranged up abreast of the Enid immediately she got round.

By excellent management on the part of the Enid, (her skipper seeing a better breeze coming) she was kept away and passing under the stern of the Phryne, steadily gathering good way—she was the first to get the true wind, as your report then correctly gives it.

The two cutters were so far ahead of the entire fleet of yachts, racing, or accompanying—that their manœuvres at this time could hardly be observed. I venture to say, however, that a finer piece of manœuvring on the part of both sailing masters than that which took place at this part of the race has seldom occurred.—The Phryne seeing the Enid's tactics, did her utmost to stop her—but in vain.—Yours, &c.,

To the Editor of H.Y.M.

OWNER OF THE ENID.

THE THOUGHT AND TORPID.

Dublin, 16th October, 1864.

SIR.—In your account of the matches between Thought and Torpid, you state that the former was sailed by Herbert. Permit me to contradict this:—Herbert was only employed as pilot, and was not allowed to interfere, even by suggestion, with the handling of the yacht. If you kindly make room for this in your next number, you will much oblige.

To the Editor of H.Y.M.

AURA.

YACHTS' CREWS AND WAGES.

Carlton Club, Oct. 20th, 1864.

SIR.—It would be very useful if you would in your next number, give an estimate of the expense of a yacht for the ensuing season, viz:—What is the largest cutter that could be sailed with four men and a boy?

What the largest schooner with the same number of hands?

What is the largest cutter to be sailed with seven men and a boy?

What the largest schooner with the same number? The Captain (a good working sailor,) and one hand to act as cook, to be included in both estimates.

What would be the wages of the men? And what the price of building and fitting out each description of vessel.

To the Editor of H.Y.M.

A SUBSCRIBER ABOUT TO BUILD

ROYAL CORK YACHT CLUB DISTINGUISHING FLAG.

THE adoption of the white ensign as the distinguishing flag of the royal navy, and the exclusive appropriation of the red to the merchant service for the future, suggests to us that the members of the Royal Cork should at once apply to the Admiralty for a warrant authorising them henceforward to substitute the white ensign for the red, and a white burgee, with a device to distinguish it from that of the Royal Yacht Squadron, for that now in use. We cannot suppose that any hesitation could exist as to complying with the request. The club is the oldest in the empire, it numbers a large fleet of yachts, its regattas are conducted with the greatest spirit and success, and it is, we believe, the only club that has weekly sailings during the season, under the lead of a regularly constituted Admiral of the day; while we venture to say that, for skill in handling their own craft, and thorough "pluck" in sailing, the members of no other club will carry off the palm from those enrolled in it. These things constitute a high claim to the distinction of flying the flag that indicates the highest maritime rank, but the club can advance one other which should be quite conclusive. Hitherto it has always carried the red ensign, which was that of the leading squadron of the royal navy, and its Admiral has always had the honour of hoisting the Union Jack without a border, the flag of the Admiral of the Fleet, the highest after the Royal Standard and the flag of the Lords of the Admiralty, which only he and the Admiral of the R.Y.C. Club have the privilege to fly. When, therefore, it is resolved that the white ensign shall, in future be used to indicate the highest maritime rank, it certainly should be given to the club in lieu of the red. Indeed it would seem absurd that, whilst its Admiral has the signal-honour of bearing the highest flag in the royal navy, the members should have to carry the third-class ensign, which is henceforward to mark the merchant service.—*Cork Daily Reporter.*

All Communications to be addressed 6, New Church Street, N.W., London

HUNT & Co., Printers, 6, New Church Street, Edgware Road, N.W., London.

HUNT'S YACHTING MAGAZINE.

DECEMBER, 1864.

THE PAST SEASON.

IN reviewing the past season there is much to be rejoiced at and also to be regretted. The augmentation of yachts, many of which reflect great credit on their owners, designers, and builders, is a matter for congratulation, as it proves that among the wealthy portion of the community there exists a taste that is beneficial to the nation at large, employing some hundreds of artisans to mould into shape those exquisite toys which carry the flags of the British Clubs to remote regions, besides giving to our young friends a desire for aquatics, which will be a means of maturing their minds for serious and active duties, whether as legislators, merchants, or other stations in society. Even within the last ten years there has been a great improvement in the youth of this country. There is not an imitation of the Bond Street lounge, or a despoiler of knockers to be found; but a more manly form, and a frank and generous bearing has superseded the fops of former days. What, say our readers has this to do with yachting—much—for it is in a great measure derived from the practice of aquatics, aided also we grant by cricketing and other invigorating sports. In the pursuit of yachting by the wealthy, great benefit is done to those of the labouring classes who are inclined to gain comfortable employment for several months of the year, in serving on board yachts.

We can trace back with something like accuracy to 1847, when there were less than 400 vessels, and they have been gradually in-

creasing from that time until there are upwards of 900 registered in *Hunt's Universal Yacht List*, as belonging to established clubs; besides there are many yachts that do not belong to any club, yet take part in the various regattas and matches, and it may be fairly estimated that more than 1000 vessels are kept for pleasure in the United Kingdom. There are several more building at the present time.

The past is, without doubt, one of the best seasons ever known by yachtsmen for sport, and the ample means obtained to provide prizes worthy of competition. In the first place there were upwards of 200 vessels of all sizes and denominations engaged in the contests at the various regatta and matches, from the tiny cutter of 3 tons to the splendid schooner of 214, whose united tonnage amounted to about 8,000. The number of winners were 94, comprising 76 cutters, 11 schooners, 7 yawls and other rigs, netting the magnificent sum of £5,959. It will be seen in the table that the *Vindex* received the greatest amount, £415, and the *Madcap* the next, £410, including bets of £10 and £5 with two other yachts.

Many casualties occurred, such as carrying away masts, bowsprit, &c., but the most serious was the total wreck of the new yawl *Meteor*, belonging to Capt. Iremonger; this will be found recorded in our prior pages. We understand this gentleman has laid down another on the same lines.

The old *Mosquito* held her own against her young sisters (*Vindex* and *Astarte*), and came in first in every race where she was engaged with the former, but was unfortunately deprived of all the prizes except one, by time. As to the *Astarte* she beat her twice, and received by time once.

At the Royal St. George's Regatta, the Committee in the first instance, awarded the prize of £30 to *Luna*, by 12 seconds, but afterwards decided that the *Secret* had won by 48 seconds. This decision was not in any way satisfactory to the majority of persons who witnessed the race. At the Bray Regatta the Committee first gave the prize of £12 to *Virago*, but after reconsideration did justice to *Bijou* who was entitled to it.

We have to regret the loss of several good yachtsmen who have departed this life during the present year, some of whom have left sons who are enrolled in the clubs. The names of many celebrated yachts are struck out, amongst which is that splendid schooner the

Brilliant, which we did hear went into the American service. The noted America after playing some curious pranks, was we heard seized by the Confederates, who it is said sunk her, but the Federals got her up and she is now in their hands, (by-the-bye we did intend giving, at the desire of several subscribers, her lines this month, but were disappointed by our draughtsman.) That master-piece of all yachts the Alarm has left our shores, as well as the Lulworth; no certain information respecting their whereabouts is known to us. Whilst we are on this subject it will be as well to insert a copy of a list which we received from the late Mr. Weld of the Royal Prizes won by him, with the various yachts he designed.

Year.	Yachts' Names.	Rig.	Tons.	Prizes given by.
1828	Lulworth.....(the first	cutter	127	Cup—King George IV.
1830	Alarm.....	cutter	193	Cup—King George IV.
1831	Alarm.....	cutter	193	Cup—King William IV.
1832	Alarm.....	cutter	193	Cup—King William IV.
1833	Alarm*.....			
1834	Alarm†.....			
1838	Alarm†.....	cutter	193	Plate—Queen Victoria
1844	Alarm§.....	cutter	193	100 sovereigns
1854	Alarm||.....	schooner	248	Plate—Queen Victoria
1857	Lulworth (the second)	cutter	80	Plate—Queen Victoria
1858	Alarm.....	schooner	248	Plate—Queen Victoria
1858	Lulworth (the second)	cutter	80	Cup—Prince Consort
1861	Alarm.....	schooner	248	Plate—Queen Victoria

* Alarm came in first beating the Albatross belonging to Mr. Coots, but was disqualified by not giving way sufficiently on the port-tack, though the yachts did not touch.

† All the yachts were put into eight classes, according to each one's own tonnage.

‡ It was Her Majesty's desire that in this race all yachts should sail, but not in classes, this could not be done unless made a time race.

§ This prize was in lieu of plate,

|| As this race was not finished by 9h. p.m., it was to be sailed again the next day, but Alarm was so much ahead on this day, that the other three vessels declined to compete again, therefore she went over the course and received the prize.

NORFOLK AND SUFFOLK YACHT CLUB REGATTAS.

An excellent regatta was held at Wroxham Broad, on the 7th July. The muster of yachts was good, as the principal part of the club vessels were present.

The first match was for a prize of £15, between yachts of the first class—course six times round the Broad, making a total of about 12 miles.—Time race half-a-minute per ton. The following yachts started:—Waterlily, 14 tons, H. P. Green, Esq.; Red Rover, 14 tons, S. Nightingale, Esq.; and Myth, R. J. H. Harvey, Esq.

At 12 noon, they got well away, the bold Rover, drawing ahead, showing her determination at the outset to contest the honor with her compeers at all hazards: the breeze was from the north, and lively, the first round was done by the leading vessel in 11m. 45s., Waterlily 13m. and Myth 14m. 25s. The Red Rover had the lead, which she increased in every round, having the others following as before stated, until commencing sixth round when Myth retired; the other two finishing thus:—Red Rover 1h. 23m. 40s., and Waterlily 1h. 32m. The former winning by 8m. 20s.

The next match was for £10 by second class vessels—the course being limited to five rounds. The following competed—Belvidere, 9 tons, W. Clabburn, Esq. (Commodore); Oberon, 5 tons, R. K. Morton, Esq.; Scud, 9 tons, Morgan & Hansell, Esqrs.; Blanche, 7 tons, R. Morris, Esq.; Merlin, 4 tons, Rev. J. Foster; and Enchantress, 6 tons, W. T. Green, Esq.

The start was pretty even, but the Blanche soon took the initiative, kept it throughout, followed and pressed hard by Belvidere—these yachts being first and second. In the first round Blanche headed her opponent 1m., second 1m. 4s., third 1m. 38s., fourth 2m. 24s., and fifth and last 3m. 20s. The other yachts had all the manoeuvring between them, and some changes occurred. The Blanche in addition to the above time had 1m. to receive from Belvidere if she had required it. When all expected the Blanche was entitled to the prize, the Enchantress protested that when she and Blanche were sailing free for the uppermost mark, (the Enchantress's bow against the Blanche's chain-plates,) that the latter, when hailed, refused to allow room to Enchantress to clear the buoy, consequently she was forced to windward of said buoy, the protest likewise expressed doubts whether Blanche herself went on the right side, or touched, or went over the buoy. The result of this was the prize was withheld from Blanche, and subsequently, after due deliberation, given to the Belvidere.

Another regatta this season of the Norfolk and Suffolk Yacht Club took place at Oulton broad on Thursday, August 4th. The wind was fresh from the south-west, and the weather in other respects all that could be desired. There was a large muster of yachts, but the attendance of spectators was small. Two matches were on the card, but from want of a sufficient number of entries—three to start or no match—the first fell through. There was, however, instead a contest for the Challenge Cup, which in consequence of the Wanderer (Mr. J. L. Barber), the last holder, having changed hands, became the property of the club. The competitors were the Red Rover, and the Myth. The course was six times up and down the Broad, or a distance of about nine miles.

The start took place at 12h. 30m., the Myth shewing first in front, but was speedily overhauled by the Red Rover. It was soon seen that the wind was too much for the little Myth, whose prowess has hitherto been shown in light breezes. The heavier build and larger canvas of her opponent gave the latter a considerable advantage, and at every round she continued to increase her lead, winning easily at the close, and adding another to her long list of trophies.

The second match was a prize of £10 for second class yachts. The following entered :—Belvidere, Scud, and Blanche. Time half a minute per ton. The course the same as in the foregoing match. The Blanche took the lead ; followed by the Scud, the Belvidere last. Before rounding the first buoy the Scud picked up the Blanche, and in coming to the second the Belvidere by superior tactics got to windward of her and forged ahead in going round. This order was maintained until the third round, when the Belvidere, which was in a good position, having gradually drawn on the leading boat, carried away her main halyards and was obliged to retire. The Scud won easily, beating Blanche by several minutes, independent of the time she had to allow.

This club had a very agreeable "extra affair" on Tuesday, August 16th, on the Yare, between Brundenhall and Reedham. The matter arose in this way :—At the Wroxham Regatta a prize of £10, awarded to the Blanche was afterwards passed on to the Belvidere, in consequence of a protest having been raised, and the owner of the Belvidere—W. H. Clabburn, Esq., the Commodore of the club—handsomely determined to offer the amount to be again contended for, and also to add a second prize of £10 on his own account. Accordingly, two handsome tankards became available for competition, and one was offered to the yacht which won according to her handicapped tonnage, and the other to the yacht which won according to her actual tonnage. The course sailed

was from Coldham Hall Reach to Reedham and back, in all 17 miles. The wind was from the north when the yachts started, but it was extremely light, and in the course of the afternoon, when it veered to the south-east, it almost died away. As the evening advanced it somewhat revived, but the yachts consumed six hours in going the 17 miles.

The entries were, the Red Rover, 14 tons, S. Nightingale, Esq., (handicapped at 20 tons); the Scud, 9 tons, P. C. Hansell and Morgan, Esqrs., (handicapped at 11 tons); the Glance, 11 tons, W. Steward, Esq., handicapped at 8 tons; the Vindex, 9 tons, J. Tomlinson, Esq., (handicapped,) at 9 tons; the Belvidere, 9 tons, W. H. Clabburn, Esq., (handicapped at 9 tons); the Myth, 9 tons, R. J. H. Harvey, Esq., (handicapped at 20 tons); the Cygnet, 11 tons, H. Bullard, Esq., (handicapped at 9 tons); the Blanche, 7 tons, R. Morris, Esq., (handicapped at 11 tons); and the Waterlily, 14 tons, H. P. Green, Esq., (handicapped at 14 tons.)

The Myth, which is built expressly for speed, and carries in proportion to her hull an enormous mass of canvas, took the lead from the first, and was never headed; the lightness of the wind proved an advantage to her, as she was enabled to carry all sail, which could not be done in anything like a stiff breeze, it was rather dull work watching the progress of the match from Coldham Hall. As they rounded one by one the last mark buoy, however, the same was extremely picturesque. The Myth came in at 6h. 12m. 30s., the Waterlily following at 6h. 17m. 34s., the Belvidere at 6h. 18m. 10s., the Scud at 6h. 24m. 28s., and the Blanche at 6h. 26m. 30s.

An allowance of one minute per ton was made both in respect to actual and handicapped tonnage, and the Belvidere had accordingly 11 minutes to claim from the Myth and 6 minutes from the Waterlily. She was thus the winner according to the actual tonnage. The Commodore thus takes one of the tankards and Mr. Harvey the other. The Red Rover, Vindex, Glance, and Cygnet were not timed.

A challenge match for a sweepstakes of £21 took place on Monday, August 29th, between three yachts of the club, in Lowestoft roads. The competitors were the Belvidere, the Glance, and the Scud.

The Glance had the first, the Belvidere the second, and the Scud the third station, the first station being to windward and nearest the pier-head. The course resembled that at the late Lowestoft Regatta, and was traversed twice, making altogether a distance of about twelve miles. There was at first a light westerly wind, which became fresh from the south and south-west as the afternoon advanced. The yachts slipped from their moorings about three minutes before one. All got off well,

and after they had run before the wind to the northward the Belvidere set her topsail, a proceeding in which she was imitated by the others. The Belvidere was the first to round the north buoy, being about half a minute ahead of the Scud, which had a similar lead over the Glance. After the buoy was rounded the Belvidere kept the middle course, the Scud keeping in shore—probably to avoid the tide—while the Glance was far to windward. The course was a double triangle, and the Belvidere was the first round the middle buoy, which formed the apex of the first triangle. The wind now freshened, and veered to the south. The Belvidere still led, but in rounding the flagboat to the west in shore she was passed at no great distance by the Scud, the Glance being a mile astern. When the Scud and the Belvidere were making up for the buoy to the extreme south of the course they became becalmed, and lay for a few minutes without making any way. The Glance caught the uncertain wind, and succeeded, strangely enough, in working past both yachts. The Belvidere and Scud soon gathered way again, but at the close of the first round the Glance was still leading, the time being recorded as follows :—Glance 2h. 27m. 12s., Belvidere 2h. 30m. 15s., Scud 2h. 30m. 40s.

In the second round the Belvidere gradually overhauled the Glance, and passed her just before she rounded the last buoy. The final time was noted thus :—Belvidere 3h. 37m. 10s., Glance 3h. 38m. 28s., Scud 3h. 40m. 17s.

The allowance for difference of tonnage was 30s. per ton, so that the Belvidere won by 2m. 18s.

Burgh Water Frolic.—This annual regatta takes place at Burgh Castle, under the patronage of the Mayor and Inhabitants of Great Yarmouth, and is usually well attended. The vessels of the above club usually being the only competitors. On the present occasion the first match was for a silver cup, value £12. The following started, Red Rover, Myth, Kestrel, 12 tons, W. Butcher, Esq., and Isabella, 14 tons, C. H. Chamberlain, Esq.

The gun was fired at 12h. 10m., and a beautiful start was effected, the Red Rover showing in front, closely followed by the Myth, the Isabella bringing up the rear. It was soon seen that the match lay between the Red Rover and the Myth, and as the former had to allow the latter two minutes for difference of tonnage, it was believed in so short a distance the Myth would win. In beating down the river, the sailing qualities of the craft, no less than the skill of their crews, were brought into full play. Their manœuvring in trying to obtain the advantage of each other was watched with great interest. The Red Rover was admi-

rably handled, and as the breeze was just such as suited her, she managed to obtain a clear lead before reaching the lower buoy, which she rounded about half a minute ahead of the Myth. She continued to increase her lead coming up, and completed the first round more than three minutes in advance of the second boat. At the second round she had doubled her lead, and before the third was completed the Myth withdrew. The Isabella, which was manned and sailed by amateurs, gave up before the first round, and the Kestrel followed suit at the close of the second, thus leaving the Red Rover to walk over the third portion of the course, and win the prize.

The next match was for a silver cup value £10. The entries consisted of Cygnet, Belvidere, Scud, Merlin, 4 tons, Rev. J. Foster, Persia, 5 tons, B. M. Bradbeer, Esq., and Pride of the Yare, 4 tons, W. Teesdal, Esq.

By a series of accidents, three of the competing craft were placed *hors de combat*. The Cygnet, in coming to take up her moorings, had her mast carried away; the Belvidere, before the completion of the first round, touched the ground; and the Persia, during the second round, carried away her bobstay. Owing to these mishaps, the match was considerably shorn of interest, especially as the Merlin had it all her own way throughout, beating the Scud, the second boat, by nearly ten minutes. The sports concluded by a boat race in the evening above the Yarmouth Bridge.

GREAT GRIMSBY REGATTA.

THIS came off September 12th, and was very numerously attended—the day was fine, but the whole affair did not realise the expectations formed previously.

The first prize offered was a piece of plate, value 50 guineas, for yachts of 3 tons, and upwards, but only the Amber Witch entered, therefore it remains for a future time.

The next was more fortunate, as four started for the prize, a silver cup value 25 guineas, viz., Sapphire, 28 tons, A. Bannister, Esq., Banshee, 29 tons, E. Squires, Esq.; Cinderella, 15 tons, G. N. Duck, Esq.; Lurline, 15 tons, T. Backhouse, Esq.; and Merlin, 10 tons, C. H. Garthvin, Esq.

The start took place about 11 a.m., and was excellently performed—the Cinderella gradually drawing to the front, and was never again headed. This yacht in every match wherein she is engaged shows first rate sailing powers, and it is evident she is manned by a crew, who per-

fectly understand her trim and method of handling her. The Sapphire was the only opponent that appeared at first likely to contest the honor with her, and she at the finish of the race was greatly behind.—The changes between the others were trifling—and they passed the goal thus :—Cinderella 2h. 25m. 0s., Sapphire 2h. 38m. 30s., Lurline 2h. 47m. 0s. The others not timed. The Cinderella was hailed the winner.

Amongst the fishing class several handsome prizes were offered such as £30 for codsmacks, £30 for trawling smacks, £10 for oyster boats, and also prizes for rowing.

The last regatta we had to record at this place was some years ago, which ended in a dispute respecting the principal prize, and we have since attributed to that circumstance the cessation of yachting sports. However as they are again resumed we hope to be able yearly to report progress.

SCARBOROUGH REGATTA.

THE morn of the 16th of September opened with indications of most unfavourable weather; rain descending in copious showers, which owing to the fearful long drought was truly welcomed, though at the sacrifice of a few hours enjoyment. Towards noon, however, a prospect of change appeared, and preparations were actively commenced to start the first match of a most excellent programme, for sailing and rowing, amounting to £130.

The grand race of the day was between yachts of any rig or tonnage under 40 tons, for a silver cup value 35 guineas for the first yacht; a second cup value 20 guineas for the second yacht; and another cup value 10 guineas for the third. Time, half-a-minute per ton. This liberality on the part of the Committee brought the following to the start:—Hypatia, 14 tons, E. H. D'Avignon, Esq.; Cœmus, 26 tons, J. B. Spence, Esq.; Galatea, 12 tons, J. Woodall, Esq.; Sapphire, 28 tons, A. Bannister, Esq.; Cinderella, 15 tons, G. N. Duck, Esq.; Pilot, 14 tons, Captain Mackwood; Lurline, 11 tons, T. Backhouse, Esq.; Wave, 6 tons, J. Tindall, Esq.

At 10h. 35m. the starting gun was fired, and away scampered the yachts in fine style, very soon attaining such a distance as prevented them from being respectively distinguished by those on shore without the aid of powerful glasses. The mark-boats were anchored about five miles E.N.E. from Scarborough, and another about two miles below Filey Brigg, making a triangular course of about seventeen miles, which was run over twice by the yachts.

The Cinderella took the lead almost immediately after starting, and maintained it at a short distance throughout the course. The race was a very spirited one, and some skilful seamanship was shewn on board several of the yachts. The Wave, though the smallest yacht in the race, played her part well, but the pace was too severe for her, and she very reluctantly withdrew. The Cinderella still pioneered the fleet, and as she drew near the winning post, her exceeding fine qualities as a fast sailer were fully observable. In the course of the match the other yachts changed places, and the whole came in the following order:—Cinderella 1, Sapphire 2, CEmulus 3, Hypatia 4, Pilot 5, Galatea 6, and Lurline.

The Cinderella received of course the principal prize: this vessel has been very successful since her launch in 1862, and Mr. Duck may congratulate himself upon possessing a vessel, whose defeat would be a miracle when fairly handicapped. Sapphire received the second prize, and CEmulus third. These two latter vessels are unknown to us, and their owners would confer a favour by forwarding the particulars of build, &c.

During the time occupied by the above match other amusements were proceeded with. Keel, boat and coble sailing and rowing, amongst which the most amusing, if not the most spirited contest of the day—the Rowing Match for Women. Two cobs started in this race, and they were “manned” by three ladies in each, selected from Quay Street and the neighbourhood, viz:—Ellen Chapman, Hannah Christian, and M. Cappleby in the boat “Howard”; and Esther Jenkinson, Maria Queen, and Polly Chapman in the “Minnie”. The boats were steered respectively by Luke Cowling, fisherman, and Capt. Jas. Lancaster. The crews of both cobs struck out right vigorously, heedless of stroke and time, without thought of united effort—the “pull altogether,” and evidently impressed with the idea that the race depended on the exertions of each single self. The frequent fouling and crossing of oars in each boat caused much amusement to the spectators; and it is probable the fair competitors might have landed themselves in Carnelian bay, or some other outlandish place, had they not had the advantage of competent steersmen. They were lustily cheered on arriving, when the Howard gained the first place. The women were subsequently received on board the committee’s steamer, where they were kindly treated, and a subscription raised for them.

In the evening a brilliant display of fireworks was given from the pier-head, by G. Salt, Esq. of the yacht Oithona; the devices were elegant in design, and most successful in their exhibition. Some of

the designs were truly magnificent, more especially the grand representation of the Steam Fire Engine "Torrent," formed with many thousand diamond lights and various coloured jets. The illuminations of the shipping and the harbour, the discharge of artillery, mines, rockets, saucisons, shells, snakes, &c., were as numerous as they were beautiful; and as a grand finale a representation was given of the yacht Oithona, 40 feet high, outlined by 2000 diamond lights, concluding with the destruction of the entire fleet lying off Scarborough and followed by the total destruction by fire of Scarborough Castle. This splendid sight was witnessed by admiring thousands from every point of view in the town, and Mr. Salt had the thanks of the spectators for the entertainment he so liberally afforded them.

WEST HARTLEPOOL REGATTA.

THE handsome 40 guinea silver cup, which at the West Hartlepool Regatta, of the 29th August, failed to secure the requisite number of competitors—yachts of 10 tons and upwards—was sailed for on September 28th, by yachts not exceeding 25 tons. At eleven o'clock, the John Bull steamer having on board J. C. Wishart, Esq., Commodore; Mr. Bennett, Vice-commodore; Captain Pigg, Umpire, Commander M. Rickaby; and part of the committee, Messrs. W. Sinclair, C. Wilmot, W. Sadler, M. L. Hill, T. Thompson, F. Hedley, and the Hon. Sec., Mr. T. O. Lawson; together with a few friends of the promoters of the race, numbering about 30 in all, left the dock gates and proceeded to a point, in a westerly position, which had been previously marked as the starting place. The arrangements were that the course should be a triangular one seven miles round, to be sailed over three times. Yachts to allow half a minute start for difference of tonnage, and three to start or no race. To secure good entries a prize of £5 was offered to the second boat. Six entries figured on the card; but one of the yachts—from the Humber—did not put in an appearance; five only therefore started as follows:—Ariel, Hedley & Peters, Esqrs., 4 tons; Minerva, J. Hastings, Esq., 4 tons; Dagmar, G. N. Duck, Esq., 5 tons; Osprey, R. Jute, Esq., 7 tons; Cinderella, G. N. Duck, Esq., 15 tons. The first and three latter yachts are cutter rigged, and the Minerva is schooner rigged.

At precisely eight minutes past twelve the first gun was fired, and the Ariel, formerly a whale boat, and the Minerva got off; but, owing to some disarrangement of the gaff-topsail of the former, the Minerva

was "well away" before the wind, such as it was, ere the "Arielites" could rig their sails. The wind was very light from the west and by north, and on the expiration of the half minute, the Dagmar filled and made chase, and a minute after her followed the Osprey. By this time the Minerva was making great progress, and bade fair to be half way to the south flag before the Cinderella could start; but ere the four minutes were past, her sails wrinkled and there was much less breeze than at first, and it was really surprising to behold the rapid sweeps made after her by the Cinderella, which got off at 12h. 13m. 30s., and soon passed the Osprey and Ariel. The following is the time round the south flag:—Minerva 12h. 41m., Dagmar 12h. 51m., Cinderella 12h. 51m. 30s., Osprey 12h. 53m., Ariel 12h. 55m. The yachts had hardly tacked towards the north flag when a dead calm fell on every thing; and, to quote Coleridge's "Ancient Mariner,"

"They lay without seeming life or motion,
Like painted ships upon a painted ocean."

It was a doubtful case; but, nevertheless, Hobson's choice, and to make the best of it, was the object. The sails were watered and other manoeuvres tried in vain; but the crew of the Ariel certainly hit on a plan which, though a success, was something rather startling even to practical yachtsmen. They formed something of a screw propellor by means of a rather wide tiller, and so urged their boat, which, up to now, had been last, through the water into the very first place. Of course, it took a considerable time to effect this alteration; and from 12h. 55m., to about four o'clock, was occupied in getting from the south to the north flag. We most heartily pity the crew who thus exerted themselves—mainly for the pains in the arms which must necessarily be consequent upon such immense exertions, but also because by tacking too early they did not fetch the north flag, and so dropped away and were at once out of the race.

When all hopes had nearly vanished, about half-past three—a ripple appeared on the waters—which was joyfully hailed as the forerunner of a breeze; and as it came on the Cinderella answered the call beautifully, and shot past the north buoy several hundred yards in advance of the other yachts, the time being; Cinderella 3h. 49m., Dagmar 3h. 59m., Minerva 4h., Osprey 4h. Just prior to the springing up of the breeze, however, and when the yachts were lying together, the Commodore, Umpire, and Secretary put off and went to each of them, asking that as it had got so late in the day, the race should be determined by going twice instead of three times round the course. To this each and all very properly assented; and very fortunately, as it turned out, was it

that they did so. As we before stated the Ariel missed her time in starting, and could not make up, being therefore from this point out of the race. The Minerva and Osprey got round in splendid style, and the time at the starting post was :—Cinderella 4h. 15m., Minerva 4h. 20m. 30s., Dagmar 4h. 24m. 30s., Osprey 4h. 24m. 30s.

From this point it was clear that, bar accident, the Cinderella had the race in hand ; and bets were freely offered, to few takers, that she would win, and win easy too. The Dagmar and Osprey, which were neck and neck, made way very fast too ; and though they passed the flag together, the former had the advantage of a half length perhaps, the latter shortly dropping astern and making no further running. At the south flag the yachts lay in the same order:—Cinderella 4h. 14m, 15s., Minerva 4h. 41m., Dagmar 4h. 45m. 30s., which was retained round the north flag, when the Cinderella passed at 51m., past four. By this time a thin mist spread over the sea, and the Commodore's boat kept near to the Cinderella, and followed her to the winning post, which she reached at 5h. 47m. 45s.

Three hearty cheers were given to the winner, whose crew responded, and the Commodore then went off to look for the other yachts, which they found in a dead calm : the Minerva in advance. In about three quarters of an hour the Dagmar secured a capital wind and stole up to her pioneer, which she passed, but only to be repassed, and to have the second prize of £5, wrested from her by about 100 to 150 yards ; the Minerva arriving at the winning flag at six minutes past seven ; the race of 14 miles thus lasting seven hours all but two minutes.

In another race for £10 for the first vessel, and £3 for second—the Ariel before named won the chief prize whilst the second went to the Pioneer.

Between £20 and £30 was afterwards distributed as awards for rowing matches.

TEIGNMOUTH REGATTA.

On Monday, August 15th, a great influx of visitors attended at this place to witness the aquatic sports provided by a liberal committee. The arrangements were first rate, and in consequence the whole affair came off in a very satisfactory manner.

The first match was for the Ladies' prize of £20 for yachts of every rig, not exceeding 15 tons ; second prize for second boat 15 guineas. Time allowance half-a-minute per ton.

For this match the *Ida*, 12 tons, H. Hockings, Esq., *Stella*, 12 tons, W. Lean, Esq.; *Folly*, 12 tons, W. L. Parry, Esq.; *Xanthe*, 15 tons, G. P. Cotton, Esq.; and *Coral*, 11 tons, Capt. Bayley. A fine race was effected, and the yachts went away in beautiful order. *Folly* took the lead, with *Xanthe* in dangerous proximity, and the other yachts in a cluster in the race. In this order they proceeded some distance, when *Xanthe* drew up to the leading yacht, collared her, and left her behind. The *Ida* now put on a spurt, passed the *Xanthe*, and took the second place. The *Folly* continued to lose amazingly, and on rounding the first mark she was far astern. *Coral* now picked up a little, overtook and passed *Ida*, and pressed on the *Xanthe*. The *Ida*, however, soon overhauled her, shot past the *Xanthe*, and led the race. On the completion of the first round the yachts were timed as follows:—*Ida*, 2h. 40m. 47s.; *Stella*, 2h. 54m. 4s.; *Xanthe*, 2h. 55m. 16s.; *Coral*, 2h. 56m. 50s.; *Folly*, 2h. 59m. 0s.

During the second round the breeze died away almost altogether, and three of the yachts had to retire from the contest. The *Folly* and *Stella*, however, continued the race, and they were timed on the completion of the second round as follows:—*Folly*, 7h. 37m. 30s.; *Stella*, 7h. 39m. 6s.

The first received the Ladies' prize—the latter the guineas.

These were followed by rowing matches.

The next race was for £6 for first vessel and £2 8s. for second; for any rig, not exceeding 9 tons. Time allowance three-quarters per ton.

The following started—*Ida*, 7 tons, E. Thomas, Esq.; *Pixie*, 7 tons, R. Boyle, Esq.; *Frolic*, 7 tons, Capt. Mangin, and *Psyche*, 8 tons, Capt. Flimaull. The *Frolic* had the advantage in starting. She took the lead, with *Psyche* close in waiting, the *Pixie* third, and *Ida* fourth. On rounding the first mark the *Frolic* was still in the front, *Pixie* second, and the *Ida* and *Psyche* astern. The *Ida*, however, made good use of the run to the next mark. She was the first to round it, *Frolic* second, and the *Pixie* closing up the rear. Time:—*Ida*, 4h. 2m. 40s.; *Frolic*, 4h. 33m. 11s. The other boats were not timed.

In consequence of the wind dying away the boats could not go over the other round. The race remained undecided.

TRURO ROYAL REGATTA.

THIS regatta came off at Truro on Thursday, the 18th August. The weather was delightful, and the sports were witnessed by thousands of persons from all parts of Cornwall and Devon. Unlike the many regattas

on the Devonshire coast the same week, this aquatic sport was favoured with a beautiful breeze, which contributed greatly to the success of the sailing matches, one of which, the yacht race was very good, and excited a great deal of interest. The sailing boats and yachts had to go twice over the following course :—From Sunny Corner Quay, round a boat moored off Victoria Point, thence to another boat off Kea Passage, returning to the boat off Victoria Point, and on to the starting boat. The rowing boats had to go over the following course :—From the committee's boat off Waterloo Quay, round the boat off Victoria Point, returning to the starting point. The sports commenced at four o'clock with the yacht race, for yachts not exceeding five tons; first prize £4, second £2 10s. The yachts *Boomerang* (Mr. W. Nankivell, 3½ tons) and the *Secret* (Mr. Hesayn, tonnage not given) started in this race. *Secret* assumed the lead on starting, and continued to gain on the *Boomerang*. On rounding the second mark the yachts were timed thus :—*Secret* 4h. 30m. 30s., *Boomerang* 4h. 32m. 35s.

The *Boomerang* now made a spurt, but no material progress was made until the first round was completed. The *Boomerang* in the second round came gradually up and collared the *Secret*. The yachts then went through the water at a spanking rate for a good distance, but on approaching the goal the *Boomerang* passed the *Secret*, and came in first. The yachts were timed as follows :—*Boomerang* 5h. 17m. 17s., *Secret* 5h. 17m. 40s.

A protest was entered by the owner of the *Secret* that she had been fouled by the *Boomerang*, but the committee were of opinion there was nothing to substantiate this allegation, and awarded the first prize to the *Boomerang*. This yacht also won a cup given by the Hon. Captain Vivian.

Another prize of £8. 10s. was given for sailing boats not exceeding 16 feet, which was divided as follows :—Mr. Hancock's *Swallow*, first, £4, Mr. Vincent's *Louisa*, £2, Mr. Olive's *Fawn*, £1. 10s., and Mr. Hill's *Gipsy Queen*, £1.

Several rowing and punt races followed.

ILFRACOMBE REGATTA.

THIS regatta came off on Monday, Aug. 15, and was attended by a large number of persons from all parts of North Devon. The weather was very fine, and the beautiful breeze in the early part of the afternoon greatly favoured the yachts and sailing boats, but towards four o'clock it died away considerably, and two of the sailing matches could not be completed.

In the first match for sailing-boats belonging to the place—out of six entries only one—the *Phantom*, belonging to Mr. R. Huxtable, went the whole course.

In the yacht race for a silver cup, value £15, six vessels entered, but only two came to the start—viz. *Scud*, E. A. Fernandez, Esq., and the *Vesper*, G. A. Bevan, Esq. The *Scud* led off in beautiful style, with *Vesper* for a close and dangerous adversary. On making the first tack the *Vesper* had

the advantage, for the Scud was steered considerably out of the way, and she took the lead, with the Scud following close in her wake. The Vesper caught the breeze and shot ahead of the other yacht tremendously, and on completing the first round were timed as follows :—Vesper, 3h. 4m. 0s.; Scud, 3h. 10m. 20s. During the second round the Scud fell into a calm, and notwithstanding every effort on the part of her crew to woo the breeze she was compelled to resign the contest, leaving her opponent, who was more fortunate with wind, to finish the race and receive the prize.

A silver cup, value £8. 10s., for this four pilot boats started, but after completing one round, for want of wind, was abandoned.

Several rowing matches followed.

FOLKESTONE REGATTA.

THIS came off on the 22nd of August, and was principally confined to rowing matches, for which prizes amounting to about £100 were given, independent of the sum set apart for the only yacht match that took place—viz., £25 for first vessel, and £15 for second, and £5 for third.—The following entered :—Lady Bird, 35 tons, J. Lethbridge, Esq.; Glance, 35 tons, G. W. Charwood, Esq.; Dudu, 15 tons, Baldock and Rudge, Esqrs.; Satanela, 12 tons, Captain P. Bennett.; Octoroon, 12 tons, C. Long, Esq.

This was a time race, the Lady Bird and Glance having to allow the Dudu 7m. 30s., the Satanela 8m. 15s., and the Octoroon 8m. 37½s. The others a proportionate allowance from each other.

This was an excellently contested race, but the Glance was from the first looked upon as the winner, from her well known prowess in other waters. The following is the result of the first round :—Glance, 2h. 2m. 0s.; Dudu, 2h. 7m. 0s.; Lady Bird, 2h. 9m. 0s.; Satanela, 2h. 9m. 12s.; Octoroon, 2h. 10m. 0s.

The second round only served to show the superior speed of the Glance, for in it she increased the distance between her and the Dudu, who appeared to be excellently handled throughout. The final round was thus concluded—Glance, 2h. 56m. 0s.; Dudu, 3h. 5m. 0s.; Lady Bird, 3h. 7m. 0s.; Satanela, 3h. 8m. 0s.; Octoroon, 3h. 11m. 0s.

The Glance and the Dudu, therefore, took the first and second prizes; but the Satanela was entitled to the third prize, on account of time to be given her by the Lady Bird.

The weather was fine, and this year in consequence of the sea having receded, there was a greatly increased amount of land on the beach, but notwithstanding it was completely thronged from end to end with visitors, and there were more present this year than on any former occasion. The arrangements made were in all respects satisfactory, and resulted in a pleasant day's sport. Every praise is due to Mr. Docident, the Mayor of Folkestone, for the untiring energy with which he assisted them, and for the unfailing energy he displayed, not only in his busy official position, but

on every opportunity. Mr. Richard Hart; the hon. secretary, was also indefatigable in the discharge of his duties.

A grand display of fireworks took place on the Lees in the evening.

PRIVATE MATCH.

A match took place on August, 12th and 13th between two vessels belonging to the Royal Yorkshire Yacht Club—it was termed an Ocean Match. The yachts were Hypatia, 14 tons, yawl, E. H. Avignon, Esq., and the Merlin, 8 tons, cutter, C. H. Garthorn, Esq. The start took place on the 12th, at 6h. 10m. p.m., the following account has been rendered by the Merlin:—

“The Hypatia took the lead from the commencement, but was weathered by Merlin just below Paull, when both yachts brought up; wind dead calm, with flood tide. Merlin weighed anchor about two a.m., the tide having turned, and from this time to passing the Bull Float took and increased her lead to about four miles, passing that Light vessel more than half an hour ahead of Hypatia. On reaching the New Sand float Hypatia had shortened the distance between the yachts, and passed Merlin off Withernsea, under the following sail, balloon jib, jib topsail, mizen, mizen-stay-sail, mainsail, gaff topsail, and second gaff topsail set on the bowsprit as a studding sail, the wind being on her quarter, every sail drawing. Merlin carried mainsail, gaff-topsail, foresail, and working jib. Soon after being passed Merlin was nearly becalmed again, whilst Hypatia, carrying a breeze, increased her lead to three miles. At two a.m., the following morning, thick fog, Merlin shortened sail, and ran on easy, calculating on being near Flamborough; 3h. 55m. a.m., fog lifted for a few minutes, showing the land ahead; under jib and mainsail, with tack up; the fog again lifting a little made the Light 4h. 17m. a.m., close ahead, so bore up for Burlington, and hove to off the piers. When the fog cleared, about six a.m., Hypatia was seen off the Head, beating in for the bay. According to the owner's account he carried on sail up to the land, and anchored about 2h. 30m. a.m., sending his boat to look for the buoy, which having found he rounded about 4h. 25m. The Smithwick buoy, if not rounded before three p.m. on Saturday, was decided upon to be the winning post, and, in consequence of the calms and adverse tide, this agreement came in force.” Hypatia thus appears to have won.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

A meeting of this Institution was held on the 3rd, November, at its house, John-street; Thomas Chapman, Esq., F.R.S., V.P., in the chair. There were also present Admiral Sir William Bowles, K.C.B.; Sir Edward Perrott, Bart.; W. H. Harton, Esq.; Admiral W. H. Hall, C.B., F.R.S.; George Lyall, Esq., M.P.; Colonel Palmer; Alexander Boteleur, Esq.; Admiral Gordon; John Griffiths, Esq.; Captain De St. Croix; Admiral Bullock; and Richard Lewis, Esq., the secretary.

The minutes of the previous meeting having been read, a reward of 6*l.* 10*s.* was voted to the crew of the Institution's life-boat at Fleetwood, for putting off in tow of a steam tug, and saving the crew of five men from the brigantine Highland Mary, of that port, which was driven on the Barnard Wharf sand-bank, on the 20th ult. The Institution also paid 3*l.* 12*s.* 6*d.* for the valuable services of the steam tug.

A reward of 6*l.* 10*s.* was also granted to the crew of the life-boat of the Institution at Southport for going off and rescuing the crew of three men from the smack Liver, of Carnarvon, which had become totally wrecked off Southport during a hurricane, on the 20th ult. When the life-boat arrived alongside the vessel the sea was sweeping over her, with the crew clinging to the bulwarks.

A reward of 25*l.* was likewise voted to the crew of the Caistor life-boat of the Institution, for putting off on the night of the 26th ult., and rescuing the crew of six men from the brig Richmond Packet, of Middlesborough, which was totally wrecked on the Barber Sand, off Caistor. The night was very dark, and the poor fellows were taken off the rigging. The crew of the same life-boat also received 60*l.* for their laudable services in going off several times to the help of the people on board the wrecked steam ship Ontario, and subsequently taking off 55 men from that vessel, and putting them on board a steam tug.

A reward of 13*l.* was also granted to the crew of the Teignmouth life-boat of the Institution for going off and saving one man from the yawl Hero, of that port, which had struck on the bar in a high sea early on the morning of the 11th ult. The cost of this life-boat was collected in China, after which country the boat is named.

A reward of 8*l.* 10*s.* was likewise voted to the crew of the life-boat of the Institution at Lossiemouth for putting off twice during a heavy gale of wind and rescuing the crew of three men from the schooner Agnes of Scrabster, which was wrecked in a very heavy sea on some rocks near Lossiemouth, early on the morning of the 28th ult.

A reward of 7*l.* 10*s.* was also granted to the crew of the Arklow life-boat of the Institution for going off in reply to signals of distress, and rendering assistance to the schooner Kate of Liverpool, which was observed in distress off Arklow during a strong gale of wind on the 19th ult. The captain gave the crew of the life-boat his note for 10*l.* 10*s.* in return for the services rendered.

A reward of 4*l.* 10*s.* was likewise voted to the crew of the Institution's life-boat stationed at Howth, for putting off in reply to signals of distress from the lugger Castletown, of Belfast, which had been stranded on some rocks during a strong westerly wind, while working out of Howth harbour on the 16th ult. The life-boat was soon on the spot, and assisted to rescue the lugger and her crew of seven men from their perilous position. The cost of this life-boat was presented to the Institution by General Sir George Bowles, K.C.B.

Rewards amounting to 35*l.*, were also granted to the crews of the life-

boats of the Institution stationed at Newbiggin, Hauxley, Tynemouth, Llandudno, North Berwick, and Withernsea, for either assembling or for putting off during the recent stormy weather, in reply to signals of distress from various vessels, which however, did not ultimately need their services.

The silver medal of the Institution, a copy of its vote on parchment, and 2*l.*, were voted to Mr. Angus Campbell, carpenter on board the cutter *Princess Royal*, belonging to the Edinburgh Board of Fisheries, for his brave conduct in wading into the surf, and effecting a communication after three gallant attempts, by which means the crew of eight men were saved from an inevitable death, from the brig *Eliza Hall*, of Whitby, which was totally wrecked, during a very heavy gale of wind on the rocks outside the breakwater of Granton harbour, on the night of the 22nd ult.

A reward of 6*l.* was also voted to a boat's crew of six men for putting off in a fishing coble and saving, at considerable risk of life, the crew of six men from the schooner *Forest*, of Montrose, which had struck on the Bog Hall Rocks, off Cresswell, on the Northumberland coast, during a gale of wind.

Various other rewards were likewise granted to the crews of several shore boats for their gallant exertions in saving life from various wrecks on different parts of the coasts of the United Kingdom. Making altogether a total of 104 lives saved by the life-boats of the Institution and shore boats during the fearful gales of last month.

Payments amounting to upwards of 2000*l.* were ordered to be made on various life-boat establishments.

The committee expressed their regret and surprise that the Yarmouth beachmen had positively refused to put off in the large life-boat, to the rescue of the crew of the steamer *Ontario*, which was wrecked on Hasborough Sands on the 28th ult. The excuse of the men was, that as the steam tugs had been engaged to save the property, they might also be employed to finish the work, forgetting entirely that the special duty of the life-boat is to save life.

During the past month the Institution had sent new life-boats to Danna Nook, Skegness, and Theddlethorpe, on the Lincolnshire coast. These boats were all the gifts of benevolent persons to the Institution. The three boats were liberally conveyed to their destination, free of charge, by the Great Northern Railway Company. New life boats were also ready to be sent to Valentia, on the west coast of Ireland, Bridlington, Yorkshire, and other places.

Communications were read from the governors of the Cape of Good Hope and Malta, expressing their thanks to the Institution for copies of its new instructions for the restoration of the apparently drowned. The latter governor asked for an additional supply of the instructions. It may be here mentioned that the Right Hon. Edward Cardwell, M.P., her Majesty's Secretary of State for the Colonies, has rendered every assistance to the Royal National Life-boat Institution in making these valuable instructions known throughout the colonies.

It was also reported that the Boulogne Shipwreck and Humane Society

had made an excellent translation into French of those important instructions, and that they are now being extensively circulated on that part of the coast of France.

The French government, through the Minister of Marine, had expressed its thanks to the Institution for the valuable information the Institution had furnished to two officers of the Imperial navy, on the occasion of their recent visit to this country to inspect some of the life-boat stations of the National Institution.

It was stated that the town of Birmingham was raising the cost of two life-boats, and that that active class of gentlemen, commercial travellers, were likewise endeavouring to collect the cost of two new life-boats.

It was also reported that the late John Kitching, Esq., of Stamford Hill, had left the Institution a legacy of 100*L.*, free of duty.

The proceedings then terminated.

MEMORANDA OF YACHT CLUB MEETINGS.

Royal Harwich Yacht Club.—The general committee of this club met on Wednesday, Nov. 2, in their club-room Harwich, to audit the accounts of the past season. There were present J. Goodson, Esq., Commodore, P. Bruff, Esq. (Chairman of the committee), Captain Daniels, and Messrs Owen, (hon. sec.), Goodwin, (hon. treasurer), J. Mann, S. King, W. Bruff, and R. S. Barnes. The first account presented was that of the Ocean Match on the 4th of June last, when the club had placed at its disposal, by the liberality of the Great Eastern Railway Directors, the steamer Avalon, on which occasion she took about 400 members of the club and friends out to sea to meet the yachts of the R.T.Y.C. competing in their Ocean Match from the Thames to Harwich Harbour. This account showed receipts by sale of tickets of £42. 5*s.* and expenses £33. 15*s.* 6*d.* leaving a balance to the credit of the club of £8. 9*s.* 6*d.*; the committee passed it, it being considered very satisfactory, and affording another proof of the Commodore's judgment, he having originated the trip.

The regatta accounts were next presented and passed. They showed a total expenditure of £191. 19*s.* 5*d.* of which £37. 5*s.* 6*d.* were donations, £10. 14*s.* entrance fees, £15. 15*s.* being a cup in hand from last year, £128. 4*s.* 11*d.* paid out of the club funds. The Commodore's cup not being won, stands over to next season.

A general financial statement of the club was then read, showing that the club began the season with a cash balance of £96. 4*s.* 11*d.*, besides a cup from last year, value £15. 15*s.* The entrance fees and subscriptions from members amounted to £191; other cash receipts £90. 4*s.* 6*d.*, and Commodore's cup £21. There were a few small accounts outstanding, but sufficient was due to the club to cover them.

The chairman of the committee congratulated the club on its highly prosperous condition, comparing its present state with that of some few years ago, as, besides the large balance now in hand, there are the subscrip-

tions of the members due in April next, amounting to about £140, so that the club would start next season with an available balance of about £280.

The Commodore then, in a highly eulogistic speech, proposed a vote of thanks to C. S. Owen, hon.-sec., and P. B. Goodwin, hon.-treasurer, for their unremitting exertions for very many years past in promoting the welfare of the club, and for their uniform courtesy on all occasions, and that a sub-committee be formed to consider what substantial mark of the club's esteem for those gentlemen should be presented to them. This was seconded by Mr. J. Mann, and carried *nem con.* A sub committee was then appointed to carry out the resolution.

This having finished the club business, a unanimous vote of thanks was passed to the Commodore for his great exertions since his election to the office in May last, to promote the interests of the club. The Commodore returned thanks, and proposed a similar vote to the chairman of the committee, without whose co-operation he could have done little. The chairman acknowledged the compliment, and thanked the members of the committee for their great assiduity and punctual attendance at meetings, often at great inconvenience.

Prince Alfred Yacht Club.—The closing meeting of this club for the season of 1864 was held at Gilbert's Hotel, Dublin, on Tuesday evening, 8th of November, when a fair number of members were present: the Vice Commodore in the chair. The principal business was to audit the accounts and dispose of the balance in hand until next year, and the chairman called on the honorary treasurer to read his financial statement, which was most satisfactory in its results, and showed that while the club had enrolled 24 new members during the season, had sailed five matches for prizes valued at £95, and had given £16 for three rowing matches, it had paid every debt and engagement of every sort, including printing and postage for 1863 and 1864, use of rooms for meetings, starters' fees, &c., and had a small balance in the hands of the treasurer, besides two cups value £30, and 15 guineas, which by the conditions under which they were offered have to be contended for next year. This was felt to be an excellent beginning for a young club, and when it is added that its list shows a *bona fide* array of 38 yachts of various sizes and tonnages, and that all its matches were steered by members, while in the sailing ones the extra hands were all amateurs, there can be little doubt that the professed objects of the club—viz., "the encouragement of match sailing and the fostering of a practical knowledge amongst its members of how to steer and handle their own vessels" have been carried out. Several gentlemen announce that they would have friends to propose as members at the May meeting, and others spoke of new clippers ordered for some of the old hands; and an animated discussion then arose on the practicability of establishing a National Champion Prize, as proposed in *Hunt's Yachting Magazine* for this month." Nearly all those present expressed their warm approbation of the scheme, and several promised their subscriptions if it were set on foot. The meeting then separated with a warm vote of thanks to their chairman.

Editor's Locker.

YACHTS' CREWS AND THEIR CLOTHES.

SAR.—May I trouble you with some remarks on the above subject, which it is needless to state is one of most vital interest to yachtowners? Sailors, or rather "seamen," to use the statutory language, are generally hired by yacht owners verbally, and by the week, and in addition the yacht owner generally gives his "seamen" a suit of clothes each. I am of course aware that in some instances yacht owners get their seamen to sign articles. The usual course, however, at this side of the Channel, is merely to hire the seamen on a verbal agreement. Now, with regard to the state of the law as affecting the termination of an engagement made in either way, and with regard to the clothes furnished by the yacht owner: If A B hires (verbally) C D as seaman at so much a week or month, and gives him a suit of clothes, and that C D deserts or leaves A B's service after proper notice, and takes the clothes away with him, what remedy, if any, has A B against C D? It appears to me that a summons before a police magistrate would be the proper way for A B to seek redress for the detention of the clothes by C D, as I am not aware that there is any statutory provision for such a case, and that it is governed by the general rules of common law which regulates the conduct of master and servant.

With regard to the detention of the clothes of seamen engaged in yachts on leaving the vessel, I am aware of only two cases in which yacht owners have summoned seamen for that offence. At the Southampton Petty Sessions held last September, Sir Ivor Guest summoned Richard Randall who had been a seaman on board Sir I. Guest's yacht for the clothes, and Randall was compelled to give them up.

In Dublin in September last, an Irish yacht owner summoned a seaman who had left his yacht in the middle of the season, for the clothes. In this case the magistrate pronounced his judgment to this effect:—"That the yacht owner having given the clothes to the seaman to wear, the seaman was entitled to keep the clothes."

On what principle that decision was grounded I cannot understand, for if it were correct, a crew might ship with a yacht owner, get their outfit of clothes, costing on an average £3. 10s. or £3. 15s. a head, at the least, they might leave the vessel as soon as they liked, and carry away their outfit, leaving the owner at the trouble and expense of shipping and fitting out a fresh crew. I cannot believe that such principles are in accordance with law, equity, common sense, or custom.

I am not aware that any of the merchant shipping acts include in their provisions cases where seamen have been furnished with a uniform or clothes and I do not see how, if the decision arrived at by the Dublin Police Magistrate be in accordance with law, any yachtsman can retain a right of pro-

perty in the clothes furnished to his crew, unless yacht owners ship their crews under a very special agreement, different altogether from the statutory form, and most distinct in its provisions. With regard to a seaman leaving a service without notice when shipped under a verbal agreement, or desertion when shipped under articles, I should think that the general rules of common law which regulate the conduct of masters and servants, would apply in the first case, and the merchant shipping acts would apply in the latter, case. With regard to the first, a skipper hired verbally, was summoned in Ireland for leaving the service without any notice on his part, and he was fined. With regard to the latter case, the police reports furnish many instances.

I consider it would be a desirable end to attain, if an express enactment could be passed in Parliament, for the better regulation of yacht owners and crews in cases of dispute. There are many cases which might and do, arise with reference to yachts, which never can arise with merchant or passenger vessels. Some of our yacht owners are Members, and I do not think it would be a difficult matter to introduce a Shipping Act conversant with yachts alone; and while I think that every allowance and proper indulgence should be granted to seamen, still I think that yacht owners should be protected in cases of misconduct on the part of their crews. I have I fear trespassed rather much on your space.

The subject, however, is a most extensive one, and has of course been only glanced at in the above remarks, which I venture to hope may draw the attention of abler pens than mine to discuss the subject.

Yours, &c., No. 290.

CRUISE OF THE YACHT SHADOW.

THIS vessel, with her owner, W. O. Marshall, Esq., and friends on board, started from Greenhithe July 23rd, and arrived at Aberdeen on the 28th, after meeting with variable winds and weather:—30th, hove to off Wick, and signalled for pilot for the Orkneys. Blowing hard, with heavy sea, no boat would come off. Had to send vessel's boat ashore for pilot. Soon after arrived with a spanking breeze at the Orkney Islands, passing through the Pentland Frith. Was then met with a furious tide, and heavy confused sea, the cutter battling successfully under a three-reefed mainsail. Arrived at Kirkwall 30th, and found the Deerhound screw yacht, (the well-known spectator of the Alabama-Kearsage Channel fight.) The owner and friends now made some land excursions among these interesting islands, after which they got underway. Aug. 2nd heavy gale, vessel working under try-sail, storm jib, and reefed foresail. In passing the Skerries the sea was wild and tum-

bling, with a nine-knot tide, through which the gallant craft drove with foressail sheet to windward, everything battened down and secured on deck. Aug. 3rd sailed for the Shetlands, passing the grand and lonely Fair Island, where the Admiral of the Spanish Armada was wrecked and nearly starved to death with a number of his crew. This island is said to affect the compass on account of the iron ore which abounds. This little tradition was fully proved, as regards the Shadow's compass, which was thrown out from one to three points, about a quarter of a mile to the western side of this island. Arrived at Lerwick Aug. 4th, after a fine view of the Fitful Heads (renowned in Scott's *Pirate*).

Aug. 7th, bound south, passing through the famous Sombro Roost; heavy swell, and nine-knot tide requiring, a good sea boat, not too heavily sparred, to weather the Races, which are not so bad as generally represented by pilots. After leaving Kirkwall (a second time) ran to the southward with a heavy north-easter, under a three-reefed mainsail, encountering a tremendous sea through the Pentland Firth. After discharging the pilot at Wick brought up at Inverness, at 8 p.m. Aug. 10th. After a splendid run from Kirkwall, 61 miles in six hours; and two days through the Caledonian Canal (scenery well worthy of a yachtsman's trip to Scotland), and calling at two or three ports on the western coast, the Shadow left Crinan Aug. 17th, bound down the Irish Channel. Weather was superb, wind paltry; and arrived at Dartmouth Aug. 23rd, and at Cowes Aug. 26th, when her interesting cruise of about 2,500 miles was brought to a close; to appreciate which yachtsmen should follow in the wake of the Shadow, and witness scenery grand, wild, and beautiful, abounding with fishing and shooting, rather than confine their sailing cruises to boxing about the Solent, varied with an occasional sail in the Channel.

SUMMARY OF YACHTING—1864.

IN the following pages we have given a concise account of the regattas and matches, with the position and pecuniary success of the yachts engaged therein, particularizing the performances of some of the principal winners. Every care has been taken to be correct, but should there be any error in the statement, we shall feel thankful to be apprized thereof, so that correction may be made in the January number, and before insertion in *Hunt's Universal Yacht List 1865*.

Note.—The yachts whose names are in *Italics* came in first, but did not receive the prize.

Regattas and Matches.	Date.	Winning Yachts.	Elig.	Tone.	Owners.	Value.	Starting Yachts.
ROYAL LONDON	May 30	Astarte	cut	75	T. Seddon, Esq.	60	Volante, Surf, Vindex
		Volante	cut	59	H. C. Maudslay, Esq.	10	second prize
	June 14	Vampire	cut	20	Capt. Commerell,	gs30	Dudu, Alexandra, Octobon, Folly, Dione
		Dudu	cut	15	Balcock and Rudge	10	second prize
		Algerine	cut	10	F. Rosamon, Esq.	10	Colleen Bawn, Vision
OCEAN RACE TO HAR- WICH	July 9	Glance	cut	10	H. Aubrey, Esq.	5	second prize
		Blue Bell	sch	82	F. Edwards, Esq.	gs40	Surf, Marina, Will o' the Wisp, Mara, Avalon, Argonaut, Phosphorus, Dudu
		Blue Bell	sch	82	F. Edwards, Esq.	gs40	Minstrel
ROYAL THAMES	May 31	Vindex	cut	45	A. Duncan, Esq.	100	Astarte, Mosquito, Surge, Surf, (time race)
		Mosquito	cut	59	T. Houldsworth, Esq.	50	second prize
		Vampire	cut	20	Capt. Commerell,	40	Dudu, Alexandra, Satanella, Zerlina
		Dudu	cut	15	Balcock and Rudge	20	second prize
		Whirlwind	yl	74	A. Cox, Esq.	80	Madeap, Waterlily, Amber Witch, Albertine, Zoriade, Iolanthe, Fleur-de-Lys, Albatross, Zoe, Medea, Clytie, Aquiline
OCEAN MATCH TO HAR- WICH	June 3	Volante	cut	70	H. C. Maudslay, Esq.	50	Glance, Astarte, Surge, Marina, Vindex, Zigan
		Quiver	cut	12	Capt. Chamberlayne	30	Folly, Octobon, Dione
	15	Folly	cut	12	W. L. Parry, Esq.	gs10	second prize
	16	Albertine	sch	153	Lord Lonsborough	100	Galatea, Cissy
		Madeap	sch	70	J. S. A. Dunbar Esq.	50	Intrapid, Iolanthe, Blue Bell, Aquiline, Medea, Fleur-de-Lys, Flying Fish
CHANNEL MATCH	18	"	sch	70	"	21	Galatea, Blue Bell, Medea
		Volante	cut	60	H. C. Maudslay, Esq.	25	Marina, Vindex, Night Thought
ROYAL WESTERN ... (IRELAND)	June 23	Mosquito	cut	60	T. Houldsworth, Esq.	100	Astarte, Alerte, Osprey, Avalanche, Thought
	24	Phryne	cut	56	T. Seddon, Esq.	50	Osprey, Thought, Alerte
		Avalanche	cut	47	J. Wheeler, Esq.	60	Avoca, Enone

Begattas and Matches	Date.	Winning Yachts.	Rig	Tons	Owners	Value	Starting Yachts.
ROYAL MERSEY	July 1	Vindex	cut	45	A. Duncan, Esq.....	105	Phryne, Mosquito, Astarte, Heroine, Kilmeny, Stanley, (time race)
	2	Speranza	yl	100	B. Jones, Esq.....	100	Albertine, Madcap, Fiery Cross, Amber Witch
		Phryne	cut	55	T. Seddon, Esq.....	100	Volante, Mosquito, Vindex, Heroine, Astarte
		Thought	cut	27	J. Jones, Esq.....	50	Secret, Xena, L'Eclair, Stanley, Queen, Kilmeny
OCEAN RACE TO KINGS- TOWN		Torch	cut	13	D. W. Finlay, Esq.....	30	Black Snake
	4	Phryne	cut	55	T. Seddon, Esq.....	50	Albertine, Eagle, Fiery Cross, Mosquito, Suipo,
		Albertine	sch	156	Lord Lonsborough...	25	Speranza, Volante, Enid, Madcap, Heroine,
		Kilmeny	cut	30	A. Finlay, Esq.....	30	Secret, L'Eclair, Queen, Thought, Dart
ROYAL CORK	July 19	Mosquito	cut	59	T. Houldsworth, Esq...	60	Osprey, Phryne, Alert, Vindex, Banshee
		Avoca	cut	39	H. O'Brien	40	Thought, Secret, Minna
	20	Astarte	cut	73	T. Seddon, Esq.....	100	Mosquito, Alert, Osprey, Secret, Thought, Vin-
		Enone	cut	15	J. Corbet, Esq.....	gs 15	Fawn, Uriel, Bijou disabled
ROYAL ST. GEORGE'S	July 7	Volante	cut	59	H. C. Maudslay, Esq...	100	Mosquito, Phryne, Vindex, Alert, Avalanche,
		Secret	cut	33	D. Keogh, Esq.....	30	Dawn
		Ripple	cut	12	J. Campbell, Esq.....	20	Kilmeny, Kema, Avoca, Luna, Queen
	8	Vindex	cut	45	A. Duncan, Esq.....	50	Virago, Magnat, Bijou
ROYAL YORKSHIRE.		Madcap	sch	70	J. S. A. Dunbar, Esq...	100	Phryne, Mosquito, Volante, Thought, Enid, Kil-
		Ripple	cut	12	J. Campbell, Esq.....	20	meny, Osprey, (time race)
	July 20	Banshee	yl	29	E. Squires, Esq.....	63	Albertine, Fiery Cross
	21	Shamrock	cut	11	Capt. Cator, R.N.	20	Meteor, Spell
OCEAN MATCH.....		Cinderella	cut	25	Pearl, Lurline	25	Cinderella, Azalea, Cemus
		Azalea	sch	34	E. Wilkinson, Esq.....	21	Pearl, Lurline
	Aug. 12	Hypatia	yl	14	E. H. Avignon, Esq...	gs 5	Azalea, Shamrock, Banshee, Larline, Cemus,
							second prize
							Merlin

Regattas and Matches.	Date.	Winning Yachts.	Rig	Ton	Owners	Valu L	Starting Yachts.
ROYAL HARWICH....	July 13	Glance	cut	35	G. W. Charlwood, Esq	gs 50	Surf, Syren gave up
		Waterwitch	sch	20	H. Allenby, Esq.....	gs 25	{ This was first and
		Ariel	sch	12	W. Sidney, Esq.....	gs 15	{ yachts came in so close it was agreed to divide.
		Satanella	cut	12	Capt. Bennett.....	gs 15	Dione, Duda, Alexandra disabled
		Dione	cut	12	T. Field, Esq.....	gs 5	second prize
SQUADRON.....	Aug.	2 Arrow.....	cut	94	T. Chamberlayne	105	Alerte, Phosphorus, Tersichore, (P. W. Cup.)
		4 Albertine	sch	156	Lord Londeaborough.,	100	Aline, Viking, Titania, Intrepid, Vestal, Uran-
		5 Surf.....	cut	54	G. Harrison, Esq.....	100	line, (H. M. Cup)
		6 Vindex	cut	45	A. Duncan, Esq.....	100	Arrow, Volante, Mosquito, Alerte, Vindex, As-
							tarte king, Vestal, Flying Fish
ROYAL VICTORIA....	Aug.	9 Aline	sch	214	C. Thellusson, Esq.....	100	Albertine, Galatea, Marina, Columbine, Emily,
		11 Albertine	sch	153	Lord Londeaborough..	50	Alerte, North Star, Osprey, Amulet, Mad-
		12 Mosquito	cut	59	T. Houldsworth, Esq..	50	cap. Audax disabled
		Aline	sch	214	C. Thellusson, Esq.....	50	Volante, Banahoe, Astarte, Vindex, Osprey
						50	(yawl), Emmet, Osprey (cutter)
OCEAN RACE TO TORQUAY		13 Marina	cut	65	J. C. Morice, Esq.....	100	Alertine, Galatea, Blue Bell, Vestal, Madcap
							Medea
							Phosphorus and eighteen others
		23 Aline	sch	214	C. Thellusson, Esq.....	60	Emily, Columbine
		29 Julia	y1	122	G. Fielder, Esq.....	40	
" PLYMOUTH	Sept.	29 Emmet	cut	32	Stuart Lane, Esq.....	15	North Star, Osprey yawl
		1 Blue Bell	sch	71	F. Edwards, Esq.....	50	Columbine, Emily
		Julia	y1	122	G. Fielder, Esq.....	50	Osprey (cutter), Marina, Surge

Regattas and Matches.	Date.	Winning Yachts.	Rig	Tons	Owners.	Value L.	Starting Yachts.
ROYAL NORTHERN.. (ORAN)	July 28	Fiery Cross	sch	53 J. Stirling, Esq.....	30 J. Stirling, Esq.....	30	Reverie, Rowena
		Kilmeny	cut	30 A. Finlay, Esq.....	100 Phryne, Torch, Coolin retired	100	30 second prize
		Torch	cut	15 D. W. Finlay, M.D.....	100 Idolante, Fiery Cross	100	50 Phryne, Kilmeny, Dawn
		Reverie	sch	41 E. Powell, Esq.....	15 second prize	15	
		29 Enid	cut	57 F. Scovell, Esq.....			
ROYAL WESTERN ... (ENGLAND)	Aug. 25	Phryne	cut	55 T. Seddon, Esq.....	105 Albertine, Galatea, Janie	105	25 Emmet, Ida
		Madcap	sch	70 J. S. A. Dunbar, Esq.....	5 second prize	5	
		Vampire	cut	19 T. Cuthbert, Esq.....	50 Albertine, Blue Bell, Janie	50	10 second prize
		Emmet	cut	32 Stuart Lane, Esq.....	15 Ida, Stella, Xanthe	15	
		26 Madcap	sch	70 J. S. A. Dunbar, Esq.....	13 Edith, Little Florie	13	10 second prize
PRINCE OF WALES...	June 1	Albertine	sch	153 Lord Londesborough..	— Clark, Esq.....	—	5 third prize
		Folly	cut	12 W. L. Parry, Esq.....			
		Coral	cut	14 Captain Bayley			
		Edith	cut	— Clark, Esq.....			
		Little Florie	cut	— Cox, Esq.....			
TEMPLE	June 1	Algerine	cut	9 E. Rosamon, Esq.....	25 Vision, Erolite	25	25 Dudu, Satanelia, Alexandra got aground
		Folly	cut	12 W. L. Parry, Esq.....	21 Alexandra, Dione, Dudu	21	10 second prize
		30 Octoon	cut	12 C. Long, Esq.....			
		Alexandra	cut	15 G. Harrison, Esq.....			
RANELAGH	June 29	Little Vixen	cut	4 W. Hatcham, Esq.....	10 Novice, Staunich, Isabel	10	10 Vixen, Mermald, Stella
		Novice	cut	6 J. Gardner, Esq.....	10 Fiddler, Bittern, Isabel	10	
		July 25 Stella	cut	4 J. Flicking, Esq.....			
		Octoon	cut	12 C. Long, Esq.....	25 Vision, Erolite, Screamer	25	9 second prize
		Screamer	cut	10 L. C. Gordon, Esq.....			

Regattas and Matches.	Date.	Winning Yachts.	Rig Tons	Owners.	Value L	Starting Yachts.
PRINCE ALFRED.....	June	4 Echo	cut	36 W. J. Doherty, Esq....	30	Secret, Luna
		11 Magnet	cut	12 E. J. Bolton, Esq.....	ga 12	Virago gave up
		18 Luna	cut	25 J. McCurdy, Esq.....	20	Ripple (Challenge Cup)
	July 9	Dudu	slp	2 S. Nolan, Esq.....	5	Hooky Walker, Sibella, Nava Ross, Julia
BURGH.....		Red Rover.....	cut	14 S. Nightingale, Esq....	10	Myth, Kestrel, Isabella
		Merlin.....	lat.	15 Rev. J. Foster.....	Scud	
NORFOLK-SUFFOLK						
Wroxham	July 7	Red Rover.....	cut	14 S. Nightingale, Esq....	15	Waterlily, Myth
Oulton	Aug. 4	Blanche.....	cut	7 R. Morris, Esq.....	10	Belvidere, Merlin, Oberon, Scud, Enchantress,
On the Yare.....		Red Rover.....	cut	14 S. Nightingale, Esq....	ch c	Myth
Lowestoft Roads.....		Scud	cut	9 P. C. Hansell, Esq....	10	Blanche, Belvidere retired
		16 Myth	cut	14 R. H. Harvey, Esq....	10	Red Rover, Glance, &c.
	22	Belvidere.....	cut	14 W. Clabburn, Esq....	10	
		Belvidere.....	cut	14 "	21	Glance, Scud
BRAY	June 25	Secret	cut	32 T. D. Keogh, Esq.....	25	Echo, Xema, L'Eclair
		Mosquito.....	cut	59 T. Houldsworth, Esq..	50	End
		Amy	sch	70 J. Barrett, Esq.....	35	(including Challenge Cup), Wildflower
		Bijou	cut	12 R. D. Kane, Esq.....	12	Magnet, Virago, Kiss-me-quick
		Sneezer.....	cut	6 F. Hammond, Esq.....	5	Vulcan
		Dudu	slp	3 S. Nolan, Esq.....	3	Spotted Snake, Hooky Walker, Sibyl
IPSWICH	July 11	Dudu	cut	15 Baldock and Rudge...	21	Satanella, Dione
		Stella.....	cut	5 G. Farrow, Esq.....	ga 10	Helen, Sarah Ann

Regattas and Matches.	Date.	Winning Yachts.	Big Tons	Owners.	Value L.	Starting Yachts.
WALTON-ON-THE-NAZE	July 14	Glance	cut	35 G. W. Charlwood, Esq.	gs25	Surf
		Surf	cut	52 G. Harrison, Esq.	gs10	
		Dudu	cut	15 Baldock and Rudge.	gs15	Satanella, Dione
CLYDE	July 22	Kilmeny	cut	30 A. Finlay, Esq.	30	Dawn
		Ripple	cut	8 C. Henderson, Esq.	8	Fairy Queen, Armada, Waterwitch
		Lily	cut	4 J. Ure, Esq.		Glide, Lightning disabled
SOUTHAMPTON	July 15	Folly	cut	12 W. L. Parry, Esq.	20	Octoroon, Quiver
Amateur	Aug. 10	Volante	cut	74 H. C. Maundslay, Esq.	105	(Challenge Cup) Laura, Cyclone, Flying Fish Torpid and Vestal disabled
KINSALE	July 22	Mosquito	cut	59 T. Houldsworth, Esq.	gs50	Astarte, Vindex
		Vindex	cut	45 A. Duncan, Esq.	gs10	second prize
		Xenone	cut	15 J. Corbet, Esq.	20	Fawn, Bijou
BLAIRMORE	23	Torch	cut	15 D. W. Finlay, M.D.	25	Glide, Onda, Ripple
		Glide	cut	14 D. Fulton, Esq.		(Saloon Compass) second prize
		Fairy Queen	cut	8 J. Miller, Esq.	15	Ripple, Pilgrim gave up
HAVRE	July 24	Vampire	cut	19 Capt. Commerell.	45	Octoroon, Algerine
		Octoroon	cut	12 C. Long, Esq.	36	
		Algerine	cut	19 F. Rosamond, Esq.	12	
BARMOUTH	July 27	Meteor	cut	20 Capt. Iremonger.	25	Atalanta
SWANSEA	July 28	Vesper	cut	16 G. A. Bevan, Esq.	25	Astarte, Anita
	29	Astarte	cut	74 T. Seddon, Esq.	50	Vesper disabled

SUMMARY OF WINNING YACHTS.

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Regattas and Matches.	Date.	Winning Yachts.	Rig	Tons	Owners.	Value L	Starting Yachts
GREAT YARMOUTH.	Aug. 2	Avalon.....	cut	38	J. Goodson, Esq.....	40	Satanella, Achiever, Little Moggy 3 second prize 20 Waterlily, Isabella 10 Vampire, Cygnet, Belvidere, Glance 6 second prize
CORNWALL.....	Aug. 2	Ida.....	cut	10	H. Hockings, Esq.....	15	Xanthe, Stella 5 second prize
HELENSBURGH.....	Aug. 4	Xanthe.....	cut	15	G. P. Cotton, Esq.....	5	Armada
LOWESTOFT.....	Aug. 9	Ripple.....	cut	8	C. Henderson, Esq.....	20	Red Rover, Waterlily, Marguerite 5 second prize 10 Glance, Belvidere, Cygnet, Vindex 4 second prize 20 Waveney £25, Bessie
PORTSMOUTH AND SOUTHSEA.....	Aug. 10	Myth.....	cut	11	B. H. Harvey, Esq.....	3250	Mosquito, Surf, Banahoe 21 second prize 325 Vampire, Moonbeam
DAWLISH.....	Aug. 11	Red Rover.....	cut	59	T. Houldsworth, Esq.....	12	Lily, Ida, Xanthe 4 Frolic, Psyche, Fern
TEIGNMOUTH.....	Aug. 15	Thought.....	cut	28	J. Jones, Esq.....	20	Stella, Ida, Xanthe, Coral 325 second prize 6 Frolic, Pirie, Psyche second prize £28 s.
ILFRACOMBE.....	Aug. 15	Ida.....	cut	12	F. Moore, Esq.....	15	Send
TRURO.....	Aug. 18	Folly.....	cut	16	G. A. Bevan.....	4	Secret £2 10s.
		Stella.....	cut	34	W. Nankivell, Esq.....		
		Ida.....	cut				
		Frolic.....	cut				
		Vesper.....	cut				
		Boomerang.....	cut				

Regattas and Matches.	Date.	Winning Yachts.	Rig.	Tons.	Owners.	Value. £ L.	Starting Yachts.
TOBBAY	Aug. 18	Arrow	cut	102	T. Chamberlayne, Esq	gs50	Mosquito, Volante, Astarte
		Ida	cut	10	H. Hocking, Esq	15	Coral
	19	Vampire	cut	19	T. Cuthbert, Esq	25	Little Dorrit, Xanthe
	20	Madcap	sch	70	J. S. A. Dunbar, Esq	70	Albertine, Blue Bell
	22	Folly	cut	12	W. L. Parry, Esq	15	Ianthe, Ida, Xanthe, Coral
KING'S LYNN		Marina	cut	65	J. C. Morice, Esq	50	Volante
	Aug. 22	Cinderella	cut	15	G. N. Duck, Esq	gs25	Wild Duck
FOLKESTONE	Aug. 22	Glance	cut	85	G. W. Charwood, Esq	25	Dudn. Lady Bird, Satarella, Octoon
		Dudu	cut	15	Baldock and Rudge	15	
ROYAL BOSTON	Sept. 1	Nautilus	cut	5	H. Lewin, Esq	10	Waterwitch, Firefly
	19	Waterwitch	cut	7	J. Piley, Esq	7	Firefly £3, and Vixen £1
WHITEBY	Sept. 9	Amber Witch	71	51	H. H. Bacon, Esq	42	Cinderella, Sapphire, Azalea
		Cinderella	cut	16	G. N. Duck, Esq	gs5	second prize
		Minerva	sch	5	J. Hastings, Esq	gs10	Dagmar £3 3s.
GREAT GRIMSBY	Sept. 12	Cinderella	cut	15	G. N. Duck, Esq	gs25	Sapphire, Larline, Banshee, Merlin
		L'Hirondelle	cut	11	F. G. Ste. Croix, Esq	5	Larline £2 10s., Cynthia £1 10s.
JERSEY	Sept. 16	Cinderella	cut	15	G. N. Duck, Esq	gs35	Sapphire, Cœmus, Galatea, Pilot, Larline, Hy-
		Sapphire	cut	28	A. Bannister, Esq	21	patia, Wave
SCARBORO'	Sept. 16	Cœmus	cut	26	J. B. Spence, Esq	gs10	second prize
		Cinderella	cut	15	G. N. Duck, Esq	42	third prize
WEST HARTLEPOOL	Sept. 28	Cinderella	cut	15	G. N. Duck, Esq	42	Minerva, Dagmar, Osprey
WINDERMERE	July 20	Meteor	cut		J. R. Bridson, Esq	15	in heats
	27	Wave Crest	cut		G. J. Ridehalgh, Esq	5	
	Aug. 3	"	cut		"	15	in heats

PERFORMANCES OF THE PRINCIPAL WINNING YACHTS.

Yachts' Names.	Prize. L s.	Date.	Club or Port.	Place.	Other Vessels in the Race and Remarks.
ALBERTINE.....		June 4	R.T.Y.C.—Gravesend to Har- wich	5	Whirlwind 1, Madcap 2, Water Lily 3, Amber Witch 4, Zoraida 6, Iolanthe 7
	100 0	16	R.T.Y.C.	1	Galatea 2, Cissy 3
		July 2	R.M.Y.C.	2	Speranza 1, Madcap 3, Fiery Cross 4, Amber Witch 5
	25 0	4	Liverpool to Kingstown	1	Fiery Cross 2, Madcap 3
		8	R.St.G.Y.C.	2	Madcap 1, Fiery Cross 3
	100 0	August 4	R.Y.S.	2	Aline 1, Viking 3, Intrepid 4
		6		2	Volante 1, Vindex 3, Alerta 4, Amulet 5, Mosquito 6
	50 0	9	R.V.Y.C.	2	Aline 1, Galatea 3, Marina 4
		11		1	Volante 2, Marina 3
		12	Torbay	2	Aline 1, Galatea 3
ALINE		26	R.W.Y.C.—England	1	Madcap 2, Blue Ball 3
	10 0	26		1	Madcap 1, Galatea 3
		August 4	R.Y.S.	1	Albertine 2, Viking 3
	100 0	9	R.V.Y.C.	1	Albertine 2, Galatea 3
ARROW	50 0	12		1	Albertine 2, Galatea 3
	60 0	23	Torquay to Plymouth	1	Emily 2, Columbine 3
		August 2	R.Y.S.	1	Alerta 2, Phosphorus 3
	105 0	5		1	Volante 2, Surf 3, Mosquito 4
	100 0	18	Torbay	1	Mosquito 2, Volante 3, Astarte 4
	52 10				

Yacht/ Name.	Prize. L s.	Date.	Club or Port.	Place.	Other Vessels in the Race and Remarks.
ASTARTE.....	60 0	May 30	R.L.Y.C.	1	Volante 2, Surf 3, Vindex 4
		June 31	R.T.Y.C.	1	Mosquito 2, Vindex 3
		June 4	Gravesend to Harwich	3	Volante 1, Glance 3
		23	R.W.Y.C., Ireland	2	Mosquito 1, Alerts 3
		July 1	R.M.Y.C.	4	Phryne 1, Mosquito 2, Volante 3, Vindex 5
		2		0	Phryne 1, Volante 2, Mosquito 3
	100 0		R.C.Y.C.	1	Mosquito 2, Alerts 3
		22	Kinsale	2	Mosquito 1, Vindex 3
		28	Swansea	1	Vesper 2
	50 0	29		1	Vesper 2
CINDERELLA.....		August 5	R.Y.S.	0	Arrow 1, Volante 2, Surf 3
		12	R.V.Y.C.	0	Mosquito 1, Volante 2
		18	Torbay	0	Arrow 2
		July 30	R.Y.Y.C.	1	Banshee 3
	21 0	21		1	Azalea 2, Shamrock 3, Banabee 4, Lurline 5, Cemus 6
	26 5	August 22	King's Lynn	1	Wild Duck 2
	5 5	6	Whitby	3	Amber Witch 1, Sapphire 3, Azalea 4
	26 5	13	Great Grimsby	1	Sapphire 2, Lurline 3, Banabee 4, Merlin 5
	36 15	16	Scarboro'	1	Sapphire 2, Cemus 3, Galatea 4, Pilot 5, Lurline 6, Hy- patia 7, Wave 8
		28	West Hartlepool	1	Minerva 2, Dagmar 3, Oprey 4
DUDU	20 0	May 31	R.T.Y.C.	2	Vampire 1, Alexandra 3
		June 1	P.W.Y.C.	2	Folly 1, Satanella 3
	10 0	14	R.Y.C.	0	Vampire 1, Alexandra 2, Octoroon 4
		30	P.W.Y.C.	0	got ashore
		July 13	Harwich	3	Satanella 1, Dione 2 (lost bowsprit)
	15 15	14	Walton	3	Satanella 2, Dione 3
	21 0	11	Lewish	1	Satanella 2, Dione 3
	15 0	August 22	Folkestone	2	Glance 1, Lady Bird 3, Satanella 4, Octoroon 5
		26	Dover	3	Glance 1, Torpid 2

PRINCIPAL WINNING YACHTS.

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Yacht's Names.	Prize. L. s.	Date.	Club or Port.	Place.	Other Vessels in the Race and Remarks.
FOLLY	25 0	June	1 P.W.Y.C.	1	Dudu 2, Satanella 3
			14 R.L.Y.C.	5	Vampire 1, Dudu 2, Alexandra 3, Octoroon 4
	10 10		15 R.T.Y.C.	2	Quiver 1, Octoroon 3
	20 0	July	13 Southampton	1	Octoroon 2, Quiver 3
	15 0	August 30	Torbay	1	Ida 2, Coral 3
	15 0	August 26	Plymouth	1	Ida 2
GLANCE		June	4 Gravesend to Harwich	2	Volante 1, Antarte 3, Surge 4, Marina 5, Vindex 6
	43 0	July	9 Gravesend to Harwich	2	Surf 1, Marina 3, Will o' the Wisp 4
	52 10		13 Harwich	2	Surf 1 (disqualified), Syren (disabled)
	26 5		14 Walton	2	Surf 1
	25 0	August 22	Folkestone	1	Dudu 2, Lady Bird 3, Satanella 4
	40 0	August 25	Dover	1	Torpid 2, Dudu 2
KILMENY	30 0	July	4 Liverpool to Kingstown	1	Secret 2, L'Eclair 3, Queen 4, Thought 5
	30 0		23 Blairmore	1	Dawn 2, Leasia 3, Revere 4
	100 0		28 Oban	2	Phryne 1, Torch 3, Coolin 4
MADCAP		June	4 Gravesend to Harwich	2	Whirlwind 1, Water Lily 3
	50 0		16 R.T.Y.C.	1	Intrepid 2, Iolanthe 3, Blue Bell 4
	20 0		18 Gravesend to Ryde	1	Galatea 2, Blue Bell 3, Medea 4
		July	2 R.M.Y.C.	3	Speranza (yaw), 1, Albertine 2
			4 Liverpool to Kingstown	3	Albertine 1, Fiery Cross 2
	100 0		8 R.St.G.Y.C.	1	Albertine 2, Fiery Cross 3
		August 9	R.V.Y.C.	0	Lost foremast
			12	3	Aline 1, Albertine 2
			16 Ryde to Torquay	3	Marina 1, Phosphorus 2
	70 0		20 Torbay	2	Albertine 1, Blue Bell 3
	105 0		25 Plymouth	1	Albertine 2, Galatea 3
	50 0		26	2	Albertine 1, Blue Bell 3

Yachts' Names.	Prize. L s.	Date.	Club or Port.	Place.	Other Vessels in the Race and Remarks.
MOSQUITO.....	50 0	31 May	R.T.Y.C.	2	Astarte 1, Vindex 3, Surge 4
	100 0	June	R.W.Y.C., Ireland	1	Astarte 2, Alerts 3, Osprey 4
	50 0	July	Bray	1	Enid 2
			R.M.Y.C.	2	Phryne 1, Volante 3
				3	Phryne 1, Volante 2
			Liverpool to Kingstown	2	Phryne 1, Albertine 2
			R.St.G.Y.C.	2	Volante 1, Phryne 3, Vindex 4
				3	Phryne 1, Vindex 3
	60 0		R.C.Y.C.	1	Osprey 2, Phryne 3, Alerts 4
	52 10		Kinsale	2	Astarte 1, Alerts 3, Osprey 4
PHRYNE		August	R.Y.S.	1	Astarte 2, Vindex 3
				4	Arrow 1, Volante 2, Surf 3
	21 0		Portsmouth	6	Volante 1, Albertine 2, Vindex 3
	50 0		R.V.Y.C.	1	Vindex 2, Surf 3, Banahoe 4
			Torbay	1	Volante 2
					gave up
	50 0	June	R.W.Y.C., Ireland	1	Osprey 2, Avalanche 3
		July	R.M.Y.C.	1	Mosquito 2, Volante 3, Astarte 4, Vindex 5
	100 0			1	Volante 2, Mosquito 3, Vindex 4
	50 0		Liverpool to Kingstown	1	Volante 2
SURF			R.St.G.Y.C.	1	Volante 1, Mosquito 2
				3	Mosquito 2, Vindex 3
			R.C.Y.C.	3	Mosquito 1, Osprey 2, Alerts 4
			R.N.Y.C.	1	Kilmeny 2
	15 0			2	Enid 1, Kilmeny 3
		May	R.L.Y.C.	3	Astarte 1, Volante 2, Vindex 4
			R.T.Y.C.	6	Astarte 1, Mosquito 2, Vindex 3, Surge 4
		July	Gravesend to Harwich	1	Glance 2, Marina 3, Will o' the Wisp 4, Mars 5, Avalon 6,
					Argonaut 7, Phosphorus 8, Dada 9
			R.H.Y.C.	1	Glance 2

PRINCIPAL WINNING YACHTS.

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Yacht's Names.	Prize. L s.	Date.	Club or Port.	Place.	Other Vessels in the Race and Remarks.
SURF..... (continued.)	10 10	July 14	Walton	1	Glance 2
	25 0	August 5	R.Y.S.	3	Arrow 1, Volante 2, Mosquito 4, Vindex 5, Astarte 6
THOUGHT		June 23	R.W.Y.C., Ireland	6	Mosquito 1, Astarte 2, Alerte 3
		24			Phryne 1, Oprey 2, Avalanche 3
	50 0	2	R.M.Y.C.	2	Secret 1, Xema 3
		4	Liverpool to Kingstown		put back
		8	R.St.G.Y.C.	5	Phryne 1, Mosquito 2, Vindex 3, Volante 4
		19	R.C.Y.C.	2	Avoca 1, Secret 3
26 5		20		0	Astarte 1, Mosquito 2, Alerte 3
		August 10	Portsmouth	1	Vampire 2, Moonbeam 3
		Sept. 6	Private Match	2	Torpid 1
		7		2	Torpid 1
TORCH.....	30 0	July 1	R.M.Y.C.	1	Black Snake 2
	25 0	23	Bialmore	1	Glide 2, Onda 3, Ripple 4
	30 0	28	Oban	3	Phryne 1, Kilmeny 2, Coolin 4
TORPID.....		August 10	Southampton	2	lost bowsprit, Volante 1
		25	Dover	2	Glance 1, Dudu 3
	Thought & £200.	Sept. 6	Private Match	1	Thought 2
		7		1	Thought 2
VAMPIRE.....	40 0	May 31	R.T.Y.C.	1	Dudu 2, Alexandra 3, Satanella 4
	31 10	June 14	R.L.Y.C.	1	Dudu 2, Alexandra 3, Octoon 4
	45 0	July 24	Havre	1	Octoon, Algerine
		August 10	Portsmouth	2	Thought 1, Moonbeam 3
	25 0	19	Torbay	1	Little Dorrit
	25 0	25	R.W.Y.C.—England	1	Emmet 2, Ida 3

Yacht's Names.	Prize. L. s.	Date.	Club or Port.	Place.	Other Vessels in the Race and Remarks.
VINDEX.....		May	30 R.L.Y.C.	4	Astarte 1, Volante 2, Surf 3
	100 0	31	R.T.Y.C.	3	Astarte 1, Mosquito 2
		June	4 Gravesend to Harwich		got ashore
		18	Gravesend to Ryde	3	Volante 1, Marina 2
	100 0	July	1 R.M.Y.C.	5	Phryne 1, Mosquito 2, Astarte 3, Volante 4
		2		4	Phryne 1, Volante 2, Mosquito 3
		7	R.St.G.Y.C.	4	Volante 1, Mosquito 2, Phryne 3
	52 10	8		3	Phryne 1, Mosquito 2, Volante 4
		19	R.C.Y.C.	5	Mosquito 1, Osprey 2, Phryne 3
		20			disabled
	10 0	22	Kinsale	8	Mosquito 1, Astarte 2
		5	R.Y.S.	6	Arrow 1, Volante 2, Surf 3
VOLANTE.....	100 0	6		3	Volante 1, Albertine 2
	52 10	10	Portsmouth	2	Mosquito 1, Surf 3
		12	R.V.Y.C.		disabled
		30	R.L.Y.C.	2	Astarte 1, Surf 3, Vindex 4
	10 0	May	31 R.T.Y.C.		disabled
		June	4 Gravesend to Harwich	1	Glance 2, Astarte 3
	50 0	18	Gravesend to Ryde	1	Marina 2, Vindex 3
	25 0	July	1 R.M.Y.C.	3	Phryne 1, Mosquito 2
		2		2	Phryne 1, Mosquito 3
		4	Liverpool to Kingstown	2	Phryne 1
	100 0	7	R.St.G.Y.C.	1	Mosquito 2, Phryne 3
		8		3	Phryne 1, Mosquito 2
105 Ch.O		August	5 R.Y.S.	2	Arrow 1, Surf 3
		10	Southampton	1	Albertine 2, Vindex 3
		11	R.V.Y.C.	1	Laura 2, Cyclone 3
		12	R.V.Y.C.	2	Albertine 1, Marina 3
		18	Torbay	2	Mosquito 1
		22		2	Arrow 1
				2	Marina 1

TABLE OF AMOUNTS WON 1864.

Yachts' Names.	Owners.	Times Startd	Times Won	Value L. s.	Builders.
Ænona.....	J. Corbet, Esq.....	2	2	35 15	Henessey
Albertine	Lord Londesborough..	13	5	285 0	Inman
Alexandra.....	G. Harrison, Esq.....	5	1	10 0	Millwall Iron Co.
Algerine.....	F. Rosoman, Esq.....	3	3	47 10	Payne
Alina.....	C. Thellusson, Esq....	4	3	210 0	Camper
Ariel.....	Hedley & Peters, Esq..	2	1	10 0	West Hartlepool
Amber Witch....	Capt. Bacon.....	2	1	42 0	Wanhill
Amy.....	J. Barrett, Esq.....	1	1	35 0	Fife
Ariel.....	W. Sidney, Esq.....	1	1	12 12	Halliday
Arrow.....	T. Chamberlayne, Esq	3	3	257 10	Inman
Astarte.....	T. Seddon, Esq.....	13	3	210 0	Day and Son
Avalanche.....	J. Wheeler, Esq.....	2	1	60 0	Wheeler
Avalon.....	J. Goodson, Esq.....	2	1	40 0	Harvey
Avoca.....	H. H. O'Brien, Esq....	2	1	40 0	Wheeler
Azalea.....	E. Wilkinson, Esq.....	1	1	5 5	Royal Yorkshire
Banshee....(yawl)	E. Squires, Esq.....	2	1	63 0	McCann & Co.
Belvidere.....	W. Clabburn, Esq.....	6	2	31 0	Read
Bijou.....	T. D. Kane, Esq.....	4	1	12 0	Wanhill
Blanche.....	R. Morris, Esq.....	4	1	10 0	Norfolk & Suffolk
Blue Bell.....	F. Edwards, Esq.....	5	2	92 0	Ratsey & Son
Boomerang.....	W. Nankivell, Esq....	1	1	4 0	
Cinderella	G. N. Duck, Esq....	7	6	157 10	Fife
Colleen Bawn..	H. Aubrey, Esq.....	1	1	5 0	London
Coral.....	Capt. Bayley.....	3	1	13 0	Plymouth
Cynthia	P. de la Taste, Esq....	1	1	1 10	Jersey
Dagmar.....	G. N. Duck, Esq.....	2	1	3 3	Owner
Dione.....	T. Field, Esq.....	4	1	5 0	Harvey
Dudu.....	Baldock and Budge....	9	5	81 15	Hatcher
Dudu.....	S. Nolan, Esq.....	2	2	8 0	Prince Alfred Y.C.
Echo.....	W. L. Doherty, Esq....	2	1	30 0	Wanhill
Edith.....	Clarke, Esq.....	1	1	10 0	
Emmet.....	S. Lane, Esq.....	3	2	20 0	Wanhill
Enid.....	F. Scovell, Esq.....	4	1	50 0	Wanhill
Fairy Queen.....	J. Miller, Esq.....	1	1	15 0	Clyde Yacht Club
Fiery Cross.....	J. Stirling, Esq.....	4	1	30 0	Fife
Firefly.....	R. B.Y.C.	2	1	3 0	
Folly.....	W. L. Parry, Esq.....	7	5	85 10	Hatcher
Frolic.....	Capt. Mangin.....	2	1	2 8	Teignmouth
Glance.....	G. W. Charlwood, Esq	6	5	185 15	Hatcher
Ganthe.....	F. Moore, Esq.....	2	1	12 0	Moore
Ida.....	H. Hockings, Esq....	8	4	40 0	Plymouth
Julia.....	G. Fielder, Esq.....	3	2	90 0	Ratsey & Son
Kilmeny.....	A. Finlay, Esq.....	4	3	160 0	Fife
Lily.....	J. Ure, Esq.....	1	1	8 0	Clyde Yacht Club
Little Florie....	— Cox, Esq.....	1	1	5 0	Plymouth
L'Hirondelle	F. de Ste Croix, Esq..	1	1	5 0	Jersey
Little Vixen	W. Hatcham, Esq.....	2	1	10 0	Temple Y. Club
Luna.....	J. McCurdy, Esq.....	2	1	20 0	Fife
Larline.....	F. C. Clarke, Esq.....	1	1	2 10	Jersey
Madcap.....	J. S. A. Dunbar, Esq..	12	6	410 0	Wanhill
Magnet.....	E. J. Bolton, Esq.....	2	1	12 12	Holden
Marina.....	J. C. Morice, Esq.....	6	2	150 0	Ratsey & Son
Meteor.....	J. R. Bridson, Esq....		1	15 0	Windermere
Meteor.....	Capt. Iremonger.....	2	1	26 5	Owner

Yacht Names.	Owners.	Times Startd.	Times Won	Value L s.	Builders.
Minerva	J. Hastings, Esq.....	1	1	5 0	West Hartlepool
Mosquito.....	T. Houldsworth, Esq..	16	7	383 10	Mare & Co.
Myth.....	R. H. Harvey, Esq.....	5	2	30 0	Norfolk & Suffolk
Nautilus.....	H. Lewin, Esq.....	1	1	10 0	Boston
Novice.....	J. Gardner, Esq.....	2	1	10 0	Temple Y. Club
Octoroon.....	C. Long, Esq.....	4	3	88 10	Inclu. 800f. Havre
Œmulus.....	J. B. Spence, Esq.....	2	1	10 10	Owner
Phryne.....	T. Seddon, Esq.....	9	4	215 0	Hatcher
Pioneer.....		1	1	3 0	West Hartlepool
Quiver.....	Capt. Chamberlayne..	2	1	30 0	Owner
Red Rover.....	S. Nightingale, Esq....	6	5	50 0	& Challenge Cup
Reverie.....	F. Powell, Esq.....	2	1	100 0	Steele & Co.
Ripple.....	J. Campbell, Esq.....	3	2	40 0	Fulton
Ripple.....	C. Henderson, Esq.....	2	2	40 0	Fife
Sapphire.....	A. Bannister, Esq.....	3	1	21 0	Scarboro'
Satanella.....	Capt. Bennett.....	7	3	40 15	Aldous
Scud.....	P. C. Hansell, Esq.....	6	3	80 0	Norfolk & Suffolk
Screamer.....	L. C. Gordon, Esq.....	1	1	9 0	Ranelagh
Secret.....	T. D. Keogh, Esq.....	5	2	55 0	Wanhill
Shamrock.....	Capt. Cator, R.N.....	2	1	26 0	Marshall
Sneezer.....	F. Hammond, Esq.....	1	1	5 0	Bray
Speranza.....	B. Jones, Esq.....	2	1	100 0	Wanhill
Stella.....	J. Flicking, Esq.....	2	1	10 0	Temple Y. Club
Stella.....	G. Farrow, Esq.....	1	1	10 10	Ipswich
Stella.....	W. Lean, Esq.....	1	1	15 15	Teignmouth
Surf.....	G. Harrison, Esq.....	6	2	35 10	Fife
Thought.....	J. Jones, jun., Esq.....	10	2	76 0	Hatcher
Torch.....	D. W. Finlay, Esq.....	3	3	85 5	Fife
Torpid.....	T. Seddon, Esq.....	4	2	200 0	& Thought Yacht
Vampire.....	T. Cuthbert, Esq.....	6	6	166 10	inclu. 1000f. Havre
Vampire.....	W. Everett, Esq.....	1	1	6 0	Norfolk & Suffolk
Vesper.....	G. A. Bevan, Esq.....	3	2	40 0	Rubie
Vindex.....	A. Duncan, Esq.....	15	6	415 0	Millwall Iron Co.
Volante.....	H. C. Maudslay, Esq...	16	5	290 0	alt. by Hatcher
Xanthe.....	G. P. Cotton, Esq.....	3	1	5 0	Plymouth
Waterwitch.....	H. Allenby, Esq.....	1	1	13 0	Aldous
Wave Crest.....	G. J. M. Ridehalgh, Esq.	2	2	20 0	Bishop
Waveney.....	T. Lucas, Esq.....	1	1	5 0	
Whirlwind.....	A. Cox, Esq.....	1	1	80 0	Hansen

GARIBALDI'S YACHT.

The following letter from General Garibaldi entirely ignores the rumour that the yacht would be declined:—

—Capra, 18th Nov. 1864.

LADIES AND GENTLEMEN.—The yacht which you have presented to me is indeed a precious gift, and immensely more precious is the generous benevolence with which you have honoured me. I shall all my life be justly proud of having—not merited, because it was merited by others rather than myself—but, by good fortune, gained your sympathy. Benefactors to me, a humble individual, this is a gift on behalf of the sacred cause of my country—the cause of every oppressed people. With every grateful feeling of my heart, I am yours,

GIUSEPPE GARIBALDI.

To the generous Subscribers for the Yacht.

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NOTICE TO CORRESPONDENTS.

EAU DOUCE.—Required the address where Saxby's patented articles intended as substitutes for the ordinary belaying pins, &c., can be procured.

YACHT OWNER.—"Remarks on Yachting" arrived too late, will appear in January, 1865.

YACHTS AND YACHTING.—The M.S.S. of this article did not arrive in time, being delayed in its passage, but will appear in January.

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MR. HUNT, SENR., takes this opportunity of soliciting the names of subscribers to his Eighteenth Annual, of which he was the originator, and for many years sacrificing considerable sums of money in rendering the work useful: he trusts therefore he shall find that his exertions are appreciated by yachtsmen in general, and that as the clubs increase so will the demand for his work.

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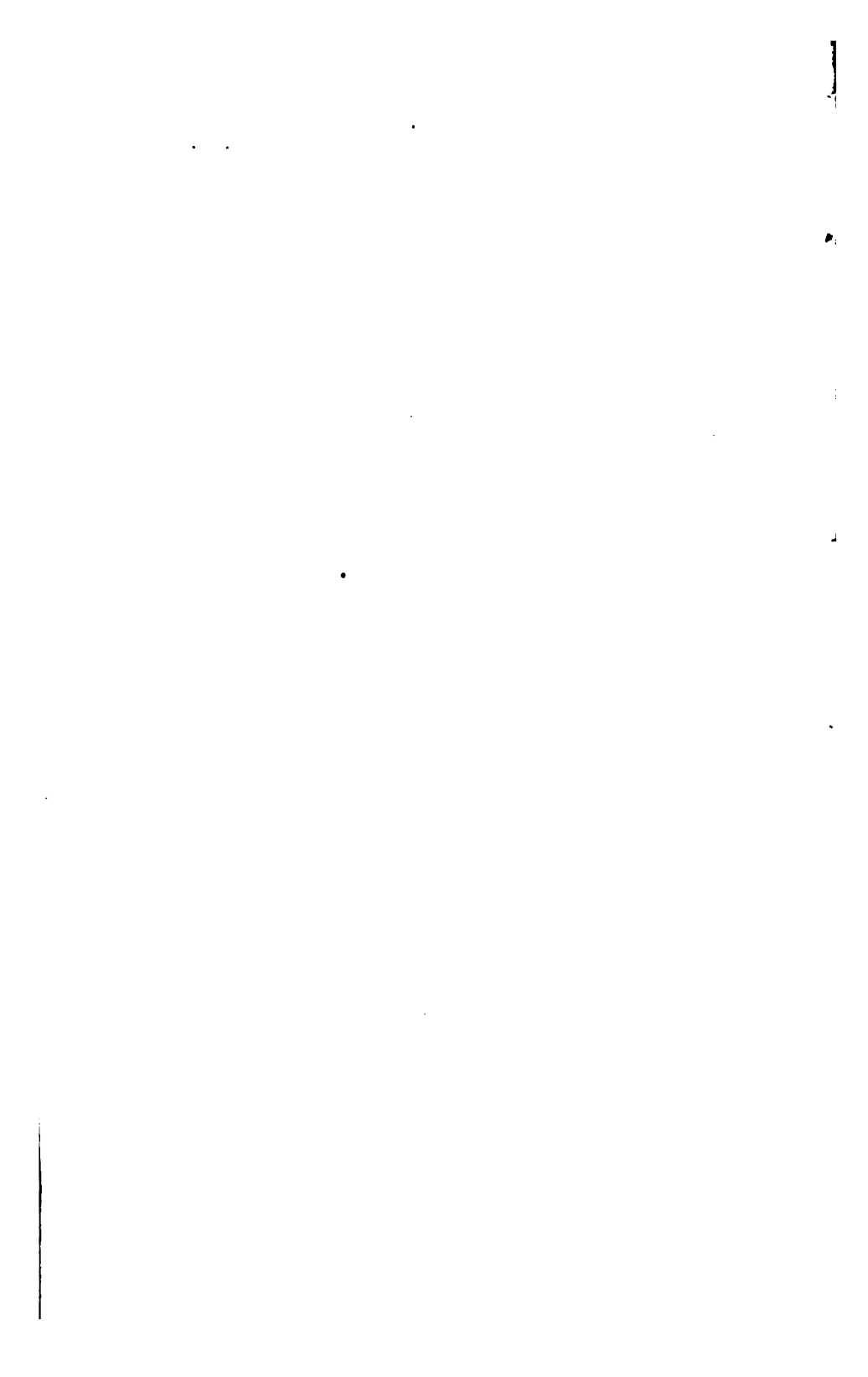
HUNT & Co., Printers, 6, New Church Street, Edgware Road, N.W., London.

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